

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 2000

## Prowler Power

Magic Talisman in the Sky



## Features

### 14 Into the Deep

Hard Suit 2000 is a new dive suit being tested by Navy divers that can go to depths of 2,000 feet in 20 minutes. This provides the capability of spending eight hours below the surface and coming back up without the need for decompression.

### 20 Turning Point

Fifty-eight years ago this month, what started as another real estate grab by the ever-advancing forces of Imperial Japan, ended in blazing action that sealed forever Japan's fate — the Battle of Midway.



### 38 Warfare by Magic

Sanctuary, protection, safety and survival are ideas pilots appreciate. The EA-6B *Prowler* goes unnoticed until it strikes, protecting pilots by suppressing enemy air defenses.

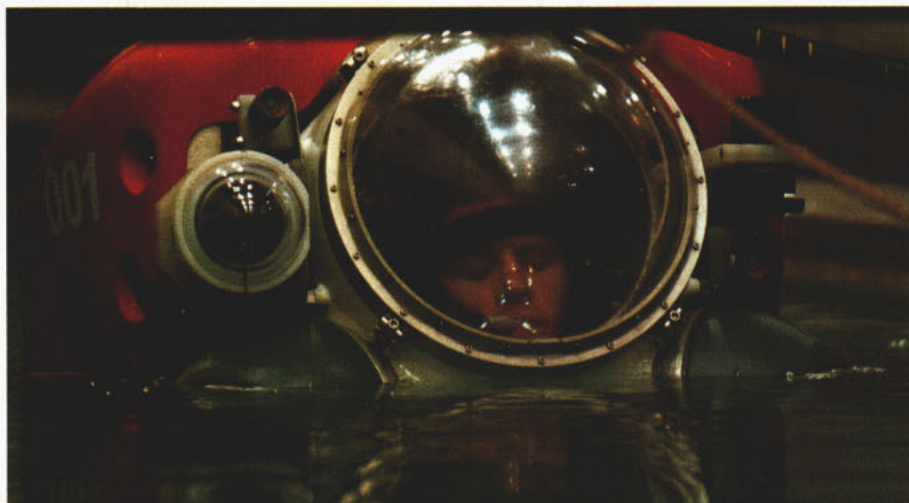


Photo by PH2 Aaron Ansarov

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CDR Harold Pittman

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#### EDITORIAL

Editor  
Marie G. Johnston

Managing Editor  
JOCS(AW) Dave Desilets

Assistant Editor  
JO1 Robert Benson

Photo Editor  
PH2(AW) Jim Watson

Editorial Staff  
Dennis Everette  
JO1 Rodney Furry  
JO1 Joseph Gunder III  
JO1 Wayne Eternicka  
PH2 Aaron Ansarov  
PHAA Saul Ingle

#### WEB DESIGN

DM1 Rhea Mackenzie  
DM3 Michael Cortez

#### ART & DESIGN

Rabil & Bates Communication Design  
Creative Director  
Debra Bates

Art & Design Director  
Roger O. Selvage, Jr.

Graphic Designers  
Jane Farthing, Seth H. Serbaugh

Digital Prepress Coordinator  
Lisa J. Smith

#### PRINTING

S. Rosenthal & Company, Inc.

#### DISTRIBUTION

Garland Powell

*All Hands* (USPS 372-970; ISSN 0002-5577) Number 998 is published monthly by the Naval Media Center, Publishing Division, 2713 Mitscher Rd. S.W., Washington, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices.

**Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call (202) 512-1800. Subscription prices are: \$29 (domestic)/\$36.25 (foreign); \$5.50 (single copy domestic)/\$6.88 (single copy foreign).

**Postmaster:** Send address changes to *All Hands*, Naval Media Center, Publishing Division, 2713 Mitscher Rd., S.W. Washington, D.C. 20373-5819

**Editorial Offices:** Send submissions and correspondence to Naval Media Center Publishing Division, ATTN: Editor, 2713 Mitscher Rd. S.W., Washington, D.C. 20373-5819  
Tel: DSN 288-4171 or (202) 433-4171  
Fax: DSN 288-4747 or (202) 433-4747  
E-Mail: [allhands@mediacen.navy.mil](mailto:allhands@mediacen.navy.mil)  
Message: NAVMEDIACEN WASHINGTON DC //32//

**Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.



## 32 Master of the Game

His morning routine is more than community service. This Navy master chief is also the head basketball coach for high school kids who are learning discipline, academics, commitment, teamwork and attitude in addition to improving their lay-ups.



## Departments

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Photo by PH2 (AW) Jim Watson



### On the Front Cover

AD3 William Gager, ADAN Travis Bienemy, AEAN Robert McGlothlin, AME3 Jennifer Pitman, ATAN Roger Eladli, AT3 William Spencer III, ATAN Jacob Thum and AE2 Robert Frey, members of VAQ 209 at Andrews Air Force Base show off their EA-6B Prowler.

Photo by PH2 Aaron Ansarov, assisted by the All Hands team.

### Next Month

All Hands finds Navy Search and Rescue team members on NAS Patuxent River, MD.

Check us out Online at:

[www.mediacen.navy.mil](http://www.mediacen.navy.mil)





# V for **Victory**







"I didn't know about it until yesterday," said former Navy Fireman Recruit Edwin L. Lewis, recipient of the World War I Victory Medal from RADM Edward Hunter, Commander, Great Lakes Naval Training Center. "I knew something was going on when my son came to town." The 104-year-old received the medal after his daughter Mae Vandershaft (right) researched his record and noticed an 80-year discrepancy that was never entered after Lewis' tours aboard USS *Ohio* (BB 12) and USS *Stringham* (DD 83).

Photo by PH2(AW) Jim Watson



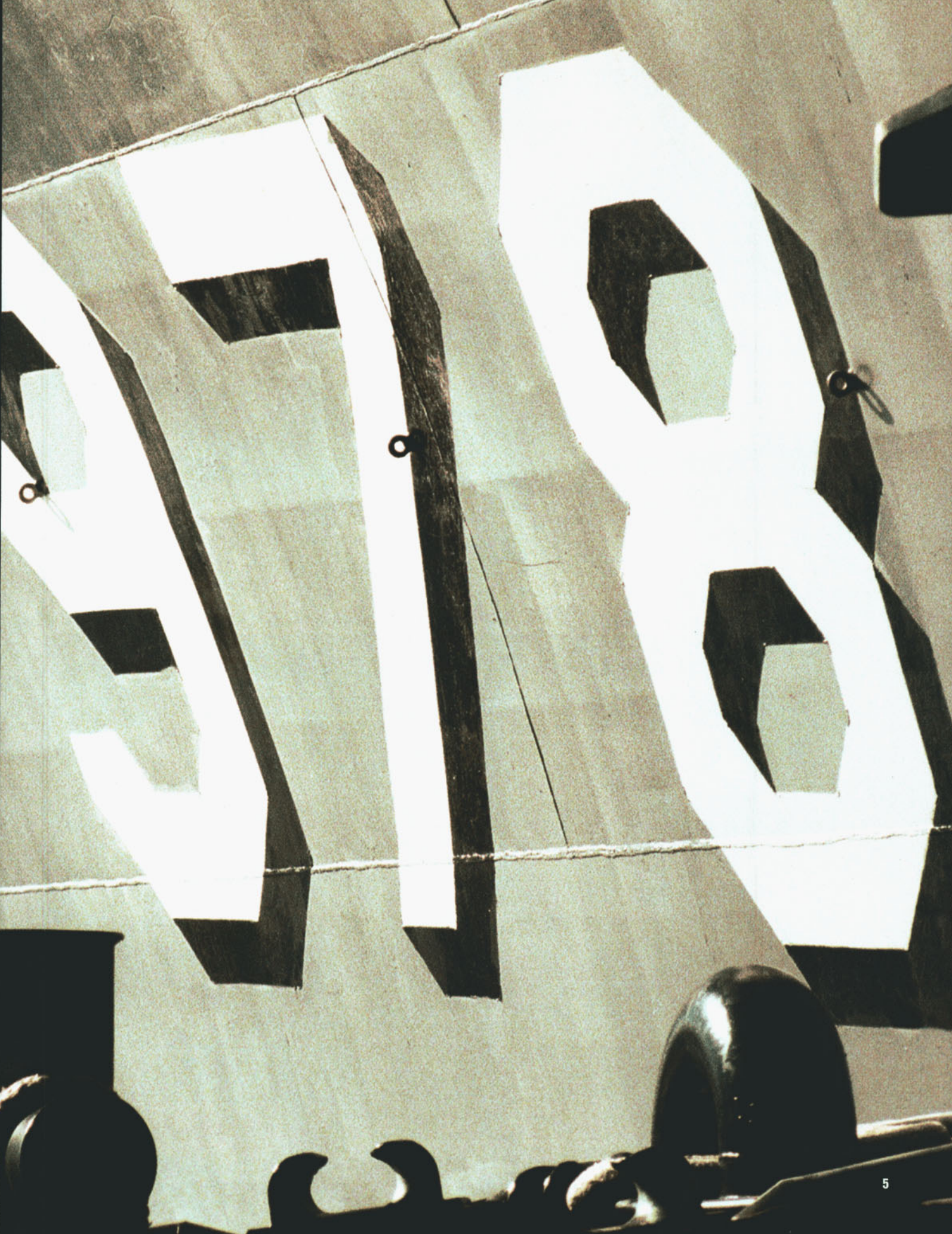
# Man vs. Machine



SM2 Patrick Fisher of Shreveport, La., stands atop a tug as it pulls alongside USS *Stump* (DD 978) in Norfolk. The destroyer was preparing for an underway period.

Photo by PHAA Saul Ingle







# Around the Fleet

## Editor,

I read with great interest your article on "preemies" and the wonderful work being done at Bethesda Naval Hospital. It brought back many memories, both good and bad, of our own struggle with extremely premature babies.

My wife gave birth to a set of quadruplets (three girls and a boy) on Oct. 17, 1998. They were born at 25 weeks gestation and weighed from 1 lb. 9 oz. to 1 lb.

11 oz. All are doing well today, but with varying medical problems incurred due to their prematurity.

I just wanted to say the article was well written and provided very accurate information concerning the medical consequences with extreme preemies.

With the environment today of very successful treatment for infertility, the possibility of high-order multiples has increased, with the added near certainty of them being premature. The only real question is how early they will come.

Our experience in this particular area is quite extensive due to the myriad things encountered by our quadruplets.

**AK1(AW) Riley D. Smith**  
VP-62  
Jacksonville, Fla.

## Editor,

I like the idea of an images gallery to enable people to download reasonably sized photos. There are no captions with the pictures, however, so that means I have to go back to the specific issue of *All Hands* and then search for the photo. You really don't post all the photos from an issue, either, and that should be made clear.

In your February 2000 issue, I was particularly interested in the photo of Carl Brashear posing with the actor Cuba Gooding Jr., but while the photo was in the article, it wasn't in the image gallery. It really

would be helpful to put all the photos in the image gallery, along with a brief caption, if at all possible. Thanks for your consideration.

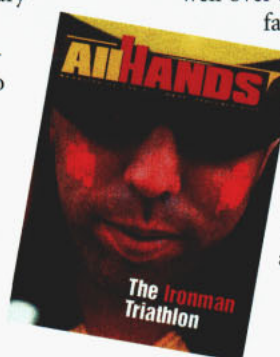
**Jerald Anderson**  
[ordewingate@dellnet.com]

## Editor,

While your February 2000 edition had a nice story about USS *Missouri* (BB 63) having well over 300,000 visitors, it

failed to mention that it is a "public" museum, and that everyone is charged to gain access to it — \$8 just to board the ship, or \$14 for a tour and to gain access to the interior.

**CTRC Edward K. Heiberger (USNR)**  
NRSG Denver



## BY THE Numbers

### 104

The age of former Navy Fireman Recruit Edwin Lewis of Buffalo Grove, Ill., who recently received the World War I Victory Medal. (See photo Page 2/story Page 12)

### 2000

The extreme depth at which the Hard Suit can operate below the surface of the ocean. (See story Page 14)

### 123

The number of EA-6B *Prowlers* in the Navy inventory scheduled to receive new communication and navigation equipment by 2005. (See story Page 36)

### 1000

The weight of the statue "Sailor Pride" by retired CAPT Bob Rasmussen. (See story Page 47)

## SHIPMATES



**Boatswain's Mate 2nd Class (SW) Anthony Hernandez Jr.** from Chicago, was selected as the 1999 Senior Shore Sailor of the Year for Mobile Diving and Salvage Unit 2, Little Creek, Va. Hernandez is currently assigned as both departmental yeoman and training petty officer for the craft department.



**Information Technology Specialist 1st Class (SW) Kathleen Harris** was recently named Allied Command Atlantic's (ACLANT) Military Member of the Year. Harris, a native of Atlanta, performed a number of duties to include the command's local area network administrator, help desk administrator, command indoctrination coordinator and equal opportunity representative.

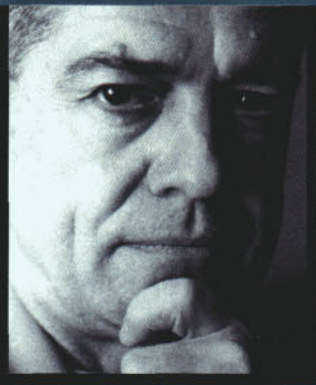


**Aviation Maintenance Administrationman Airman Ronald A. Nush** was selected as the Naval Air Warfare Center Weapons Division Junior Sailor of the Quarter, Naval Weapons Test Squadron, China Lake, Calif. Nush performed the duties of a second class petty officer as the enhanced comprehensive asset management system and night shift supervisor for logs and records, and he maintained a "zero" discrepancy rate with the flight records in the Naval Aviation Logistics Command Management Information System



**Religious Program Specialist 2nd Class (FMF) Johnnie L. Boyd** was selected as the 1999 Junior Sailor of the Quarter at Naval Station Roosevelt Roads, Puerto Rico. Boyd performed his duties at the base chapel in an outstanding manner. He is also a volunteer for the Delta Ministry Team in their efforts with kids on base, and a key player for the DEFY (Drug Education For Youth) summer camp and the fall mentoring program.





# Speaking with Sailors

Questions from *All Hands* calls on the MCPON's recent visit to Bangor, Wash.:

**Editor,**

I just finished reading the story which covers SBU-22 in the March issue of *All Hands*. I found the story interesting and feel that it described the job that SBU-22 does very well. However the story failed to mention that there is more to being a Special Warfare Combatant Crewman than just Riverine operations.

SBU-20 and SBU-12 both conduct coastal Special Warfare operations throughout the world in every environment possible. Not to take away from our riverine brothers, but it would be nice for once if a story was done which covers the entire spectrum of what being a SWCC operator entails.

For example, recently, SBU-12 operators saved some Marines off the coast of Camp Pendleton, Calif. What was reported in the news and various periodicals was that SEAL boats saved the Marines.

I guess what I'd like to say is that we are not SEALs. We are Boat Guys and it would be nice to see a story that actually tells what it is to be a SWCC operator and not just the Brown Water type.

*IT1(CC) T. Howdeshell  
SBU-20*

**Editor,**

Bravo Zulu for *All Hands*. Well, done!! I'm thoroughly elated to see USS *Squalus* article in print. My uncle, Chief Electrician's Mate Lawrence Gainor, was one of the survivors on USS *Squalus*.

Many thanks!!

*Sandra L. Alwardt*

*Director for  
Administration Officer  
Naval Hospital, Great Lakes, Ill.*

**Q: Why did we change the PRT program so much?**

**A:** These changes have been in the works for more than a year now. We think we've got the emphasis where it should be — on living a healthier lifestyle.

The new standards are built around goal-oriented milestones for Sailors to attain. They're tougher, and the different levels within the categories help Sailors build toward the next fitness level. The tougher standards also give more room for improvement for many more Sailors.

One of the biggest changes regarding the scoring of the PRT is that a Sailor's overall score is whatever category they score the lowest. This is specifically designed so Sailors will work to improve their overall fitness. Sailors were trying to compensate for weaknesses by building on established strengths. The change is already proving successful because Sailors know their weaknesses, and they are working to turn them into strengths.

The new program is more of an assessment of a Sailor's standing within his/her own physical fitness programs. The Navy culture of fitness, and maintaining fitness and body-fat standards, requires a consistent commitment by the individual member to a healthy lifestyle.

It's every Sailor's responsibility to promote the culture of fitness in both their words and their actions. There are few better ways for leaders to lead junior Sailors from the front than by endorsing and participating in a pro-active PRT program. This builds a better-fit Sailor and Navy. Both result in higher morale throughout a command.

Other big improvements include how

**“It's every Sailor's responsibility to promote the culture of fitness in both their words and their actions.”**

we help marginal Sailors get back on track. The new program is pro-active in intervening with Sailors who are marginal before failures occur. It also has a clear road to redemption for Sailors who do fall below standards.

All the way around, this new program is a win/win situation for Sailors and our Navy. The difference between our Navy today and the Navy of 10 years ago is amazing from top to bottom, and we want to continue improving on our already great Navy. ☑

**Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**



# Around the Fleet

## Korean War Commemorative Events Announced

**D**OD has announced this year's national and international calendar of events for the 50th Anniversary of the Korean War Commemoration. Coinciding with the start of the Korean War in 1950, the first commemorative event will be held the morning of June 25, 2000, with a wreath-laying ceremony in Arlington National Cemetery, followed by an afternoon opening ceremony at the Korean War Veterans Memorial on the Mall in Washington, D.C.

The commemoration, authorized by Congress and conducted by DOD, will thank and honor veterans of the Korean War and their families, especially those who lost loved ones. During a four-year period, more than 35 commemorative events are scheduled to show a "Grateful Nation Remembers" their service and sacrifice. From 2000 to 2003, events will take place throughout the United States, Republic of Korea and the Pacific, reflecting the U.S. military, its allies and the United Nations' concerted efforts during the Korean War.

### The Year 2000 Commemorative Events are as follows:

- JUNE 25** — Commemoration Wreath Laying & Opening Ceremony, Seoul, Korea/Washington, D.C.
- JUNE 28** — Task Force Smith Commemoration, Arlington National Cemetery, Arlington, Va.
- JULY 5** — Twilight Tattoo, on the Ellipse, Washington, D.C.
- SEPT 13** — Breakout of Pusan Perimeter, Teagu, Korea
- SEPT 15-17** — Inchon Landing/Pusan Perimeter, Norfolk, Va.
- NOV 11** — Changjin (Chosin) Reservoir, Seoul, Korea
- DEC 7** — Changjin (Chosin) Reservoir, Camp Pendleton, Calif./San Diego
- DEC 12** — Hungnam Redeployment & Evacuation, Navy Memorial, Washington, D.C.



In addition to these events, commemorative communities throughout the nation will recognize veterans and their families by hosting local events and supporting school programs that teach the history of the Korean War.

The commemorative community program was the foundation for the World War II commemoration where more than 7,800 communities actively participated. The commemorative community program continues during the Korean War Commemoration. Communities will use educational products developed by the committee — maps, posters, books, fact sheets, stickers, flags etc. — and Korean War veterans to help teach people of all ages about the Korean War.

For more information about the 50th Anniversary of the Korean War Commemoration, call 703-602-6076 or visit the web site at [korea50.army.mil/](http://korea50.army.mil/). ☐

### Relocation Assistance Available Online

**S**ailors, Marines and their families know the stress involved in Permanent Change of Station (PCS) transfers. To keep that stress from leading to a bad start for service members at their new command,

the Department of Defense (DOD) is merging traditional transfer counseling and material with online support.

Service members can now find online information on everything from PCS regulations to children's education.

Government Internet relocation information can be found at

the following web sites: SITES (Standard Installation Topic Exchange Service) sponsored by the Office of the Secretary of Defense and the Defense Manpower Data Center, provides worldwide relocation information on major military and associate installations. It is located at [www.dmdc.osd.mil/sites](http://www.dmdc.osd.mil/sites).

Lifelines, the Navy's Quality of Life information mall, serves the QOL needs of service members and their families around the clock and around the world. Located at [www.lifelines4qol.org](http://www.lifelines4qol.org), it contains information and links to government and commercial sites.

DOD and the Office of Family Policy provides a website called Military Acclimate to assist military personnel in determining cost-of-move, cost-of-living and housing around military installations. It's located at [www.militaryacclimate.com/ktnmil2/home.asp](http://www.militaryacclimate.com/ktnmil2/home.asp).

DOD Military Assistance Program (MAP) relocation station provides information, resources and links to assist in PCS move. It is located at [dticaw.dtic.mil/mapsite/output/relocate.htm](http://dticaw.dtic.mil/mapsite/output/relocate.htm). ☐

From NAVADMIN 007/00

### Military Child Development Program

**T**he Military Child Development Program provides information, resources and links on their program and Military Child Development Centers. It's located at [dticw.dtic.mil/milchild/](http://dticw.dtic.mil/milchild/).

The Department of Defense Education Activity (DODEA) provides information on everything about the DODEA school system, including how to register your children and request transcripts. It also provides information about and test scores from individual schools; and special sections for parents, teens, and kids. It's available at [www.odedodea.edu](http://www.odedodea.edu).

For PCS rules and regulations visit [www.dtic.mil/perdiem](http://www.dtic.mil/perdiem).

In addition to Navy relocation sites, several free commercial sites offer interactive information tailorable to location, printable in





## Sailor at Sea is the 100,000th to Get SMART Transcript

**G**as Turbine Systems Electrician 2nd Class Christopher Randall Louk recently became the 100,000th Sailor to request and receive his SMART (Sailor/Marine American Council on Education Registry Transcript). Louk was underway on board USS *McFaul* (DDG 74), when he accessed the Navy College Program Web site ([www.navy-college.navy.mil](http://www.navy-college.navy.mil)) to get a copy of his SMART online. The SMART is a feature of the new Navy College Program. It documents recommended college credit for a Sailor's military training and occupational experience.

"We were at quarters on board the ship when our chain of command informed us about the SMART, so I decided to go to the Navy College Program web site and check it out," explained Louk. "I went to the site, filled in the requested information and found out that I had a total of 63 recommended college credits from the Navy schools I had attended. Later that day the ship received an e-mail informing them I was the 100,000th requestor."

Louk, from Elkins, W. Va., works on most of the electronics for the ship's engineering plant. He also performs mechanical maintenance in engineering on the main engines and generators.

"I like the SMART because it allows Sailors to get an idea of what they have accomplished since the start of their career in the Navy," said Louk. "It also allows someone to see how his or her accomplishments relate to obtaining a college education." Louk said that many of the sailors aboard *McFaul* are using the Navy

College Program web site to get their transcripts.

Louk's future plans are to get a bachelors of science degree in electrical engineering. He already has a degree in exercise physiology.

If you wish to obtain your individual, unofficial SMART via the Navy College Program web site:

— go to the Navy College Program Web site at [www.navycollege.navy.mil](http://www.navycollege.navy.mil)

— click on "here" to get your SMART.

— click on "Sign into SMART as an individual."

You will now be on the page to enter your SSN and password. If you have never requested a SMART, enter SSN only. The system will bring up another screen for first time users, to enter additional personal information.

— You will need your pay entry base date, located on your leave and earning statement (LES) to access your transcript.

While SMART is now available online, Sailors and Marines may still request copies from the Navy College Center by calling DSN 022-1828 or 1-877-253-7122, via e-mail at [nee@smtp.enet.navy.mil](mailto:nee@smtp.enet.navy.mil) or by visiting their local Navy College Office. Your official SMART transcript can be sent directly to an academic institution of your choice, and must be requested from the Navy College Center or by visiting your local Navy College Office. ☐

*Story by JO1(AW) Dean Persons who is assigned to the public affairs office, Chief of Naval Education and Training, Pensacola, Fla.*

tary relocation." Some commercial sites are available at Lifelines [www.lifelines4qol.org](http://www.lifelines4qol.org).

Service members can assist future PCSers by providing feedback on service provided through commercial sites to the Lifelines Relocation Store at [www.lifelines4qol.org/table/welcome.wt5.htm](http://www.lifelines4qol.org/table/welcome.wt5.htm). ☐

*Story by Pacific Fleet Public Affairs*

## Ney & Hill Award Winners Named

**T**he 2000 winners of the Navy CAPT Edward F. Ney Memorial Awards and the Marine Corps Maj. Gen. W.P.T. Hill Memorial Awards for outstanding food service in the Navy and Marine Corps were recently announced by Navy Secretary Richard Danzig.

This year the Ney Awards program was expanded to recognize afloat participants from both the Atlantic and Pacific. The ashore awards program was revised to score all general messes on established criteria and award three-star through five-star ratings to each.

The Ney awards were established in 1958 and the Hill Awards in 1985 by the Secretary of the Navy and IFSEA to improve and recognize quality food service in the Navy and Marine Corps. IFSEA is a food service industry trade association whose members include executive chefs, operators, and dietitians, consultants, managers and owners of catering firms, restaurants, hotels and clubs.

The awards recognize overall food service excellence by evaluating key areas in customer service, restaurateurship, cleanliness and management. An independent team that reviewed food preparation, management,

various formats, and usually very current.

Commercial websites also offer excellent one-stop shopping for relocation assistance to military personnel. Many sites provide services to active duty,

reserve, retired, veteran, DOD government contracted personnel and their families. Some provide site maps of installations and detailed community-based information, such as schools, yellow pages, home sales,

rentals, local business directories, news and magazines and local TV and radio stations.

Commercial sites can be found through an advanced search function on any Internet search engine by typing in "mili-



# Around the Fleet

administration, equipment safety, sanitation, plastic waste and disposal evaluated each category. The evaluation teams were made up of senior Navy and Marine Corps Mess Management Specialists and representatives from IFSEA.

To see the list of winners, visit our web site at:

[www.navsup.navy.mil](http://www.navsup.navy.mil). ☐

*Story by Elizabeth Van Wye, public affairs officer, NAVSUP.*

## Promising Fire Fighting Air Foam Tested

**F**irst-phase testing was recently completed on the TFS/Flightline extinguisher, a new fire fighting technology that uses a foam that is more environmentally friendly and efficient than old systems to put

out flammable liquid fires. Navy is considering the use of the TFS/Flightline on aircraft carriers.

Flammable liquid fires are bad news for the environment - not only from the fumes and air pollution they cause, but also the chemicals used by fire fighters to extinguish them. Most flammable liquid fire fighting agents contain halons, which are a form of CFC (chlorinated fluorocarbons). CFCs deplete the ozone layer that protects Earth from harmful radiation. Because the TFS/Flightline system uses natural products to generate its fire fighting foam, the environmental impact of the system is minimal.

In addition to the environmental benefits of the system, the TFS/Flightline extinguisher

has other advantages. Compared to the existing halon-based systems, the TFS/Flightline needs less foam and is more effective on fuel fires. It also



eliminates burnback, reducing the possibility of fires re-igniting after they've been extinguished, and is stable enough for use on flammable liquid fires near munitions. The air foam is also more durable, making it useful for securing hazardous material spills.

With the ban of CFCs in 1993, Navy partnered with research groups and private industry to find alternative, environmentally friendly methods of extinguishing flammable liquid fires. The TFS/Flightline program is a joint effort between Fire Foam Product Development Co., the Rapid Product Development Center of the Delaware Valley Industrial Resource Center and Ben Franklin Technology Partners. ☐

The new organization will be commanded by RADM Kevin Green and headquartered in Puerto Rico.

Green will be responsible for Navy operational forces in the United States

Southern Command's area of responsibility (AOR). He will oversee U.S. naval forces participating in drug enforcement operations and interaction with South American Navy forces, including the annual UNITAS operations around South America. ☐

## New Savings Bonds Offered

**T**he Defense Finance and Accounting Service (DFAS) began offering the new Series I Savings Bonds and the existing Series EE Savings Bonds to active-duty and retired military members April 1. Civilian employees have been able to purchase I Bonds since March 1 through the Voluntary Payroll Savings Plan.

The I Bonds are sold at face value (you pay \$50 for a \$50 bond) and will be offered in \$50, \$75, \$100, \$200, \$500 and \$1,000 denominations.

The I Bonds were created by the Department of the Treasury to provide Americans an opportunity to protect the purchase power of their savings from inflation. Investors are being offered a bond with a fixed rate combined with semiannual inflation adjustments that will help protect purchasing power.

The I Bonds are an accrual-type security, meaning earnings are added to the bond each month and interest is paid when the bond is cashed. The I

## TIME CAPSULE

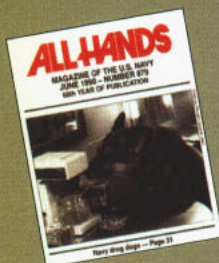
Looking back to the month of June in previous years, we see the Navy fighting battles similar to those of today, namely rust and drug smugglers.

### June 1950

The Navy was experimenting with an alternative technique for removing rust from Navy ships. "Wet sandblasting" offered the advantage of making less noise than applying a chipping hammer. More than 25 amphibious ships were cleaned of rust using the sandblasting method at the Columbia River Group, Pacific Reserve Fleet, Tongue Point near Astoria, Ore. Also, we reported on the last remaining service personnel stationed at Little Midway Island in the Pacific, who were scheduled to be withdrawn by June 15.

### June 1990

This month in 1990 we took a close look at drug interdiction methods — dogs used to sniff out drugs, master-at-arms checking for drug use and using Navy hydrofoils to stop drug runners. The idea of devoting an aircraft carrier battle group for drug interdiction was on hold, but not yet dead. We also summarized changes that took place in the Navy during the 1980s, mostly in the area of improving services for Navy families.



## NAVSOUTH Established

**T**he Navy has established United States Naval Forces Southern Command (NAVSOUTH), the Navy component of the military's United States Southern Command (SOUTHCOM).



# Onassignment

Photo by PH2 Jim Watson



"Since I've been attached to the *All Hands* desk in San Diego, opportunities have been coming from all angles. None of them have matched the recent opportunity to work with my peers in Washington, D.C.," said PH2 Aaron Ansarov (center), who shot this month's cover, with JO1 Robert Benson (right). "With *All Hands*, and photography in general, we are always challenged to come up with fresh ideas and new angles on the commonplace," Ansarov added.

For the airplane shot, Ansarov and the *All Hands* crew created a 60' x 60' square using strips of red paper on the flight line at Andrews Air Force Base, then rolled an EA-6B *Prowler* on top of the square.

With the help of the base fire department, Ansarov and assistants were able to achieve the angle necessary to get the shot.

"When working a picture like this, one has to become producer, director, photographer and grip all at the same time," said Ansarov. "If the people being photographed aren't on the same page or can't visualize what you are looking for, things can fall apart." Ansarov also had to contend with high winds tugging at the red paper. "It took a few rolls of duct tape and five people working together against time to keep the paper down," said Ansarov. "It's photos like this that make being a photographer worth it." ☑

Bonds will grow in value with inflation-indexed earnings for up to 30 years.

The EE Bonds are Treasury securities and interest is added to the redemption value every six months and paid to the investor when the bond is redeemed. The purchase price of an EE Bond is 50 percent face value (a \$100 bond costs

\$50) and is offered in \$100, \$200, \$500 and \$1,000 denominations.

For more information regarding the benefits of the new I Bonds or the EE Bonds visit the Bureau of Public Debts web site on the Internet at: <http://www.savingsbonds.gov>. ☑

Story by DFAS public affairs.

## DOD to Fix Housing Allowance Gap

**M**any Soldiers, Sailors, Airmen and Marines will get an unexpected increase in their Basic Allowance for Housing (BAH) rates as a result of Secretary of Defense William S. Cohen's decision to restore the allowance to 1999 rates in areas where the 2000 BAH rates had been decreased.

"This action results in greater equity among all people assigned to the same duty location, and will also allow [DOD] to pause and examine how we survey and determine the average cost of housing," said Cohen. "It's extremely important that in every area, nationwide, we are providing an allowance which allows our men and women to live in quality housing."

"We have heard two things. First, that the difference between the old and new rates in areas where the rates decreased is simply too much, and second, that the allowance is not enough to rent the type of housing our people are actually occupying. As a result, I have decided to return areas in which rates decreased to their 1999 rates."

The intent of the new housing allowance system is to set the allowances based on the local cost of adequate housing. The new system also equalizes the out-of-pocket costs for members of the same grade across the country. Over the years, average out-of-pocket costs in higher cost areas had

become significantly larger than in lower cost areas.

This year the out-of-pocket costs were set at an equal dollar value for every area based on 18.8 percent of the national median housing cost for each grade. The new system resulted in significant increases in allowances for members serving in very high-cost areas, but it also led to rate reductions in many other areas.

"In response to concerns from the field, I directed my staff to look at the quality of housing for which we are paying allowances; they concluded we need to do

further research into how we establish the areas within a metropolitan region," said Cohen. "Given our initiative to eliminate average out-of-pocket expenses borne

by our members by FY05, it does not make sense to lower rates for some of our people until we are absolutely sure we have it right."

Service members, whether single or married, are provided either government housing or a monthly stipend known as Basic Allowance for Housing to procure commercially-owned housing in civilian communities around military bases in the United States. The rates paid for BAH are computed using a statutory formula that is based on the actual cost of adequate housing in the areas where the people live. The Department uses a contractor to determine what the actual cost of adequate housing is in those areas.

The Department will propose to Congress the neces-





# Around the Fleet

sary legislative changes to accomplish two actions: (1) provide authority to restore the allowance in areas where it decreased, retroactively, to Jan. 1, 2000, and (2) eliminate the current legislation that requires service members to absorb at least 15 percent of their housing costs. ☐

*Story by OASD public affairs.*

## Super Hornet Awarded 1999 Top Aeronautical Achievement

**T**he F/A-18E/F *Super Hornet* has been selected to receive the NAA Collier Trophy recognizing the top aeronautical achievement in the United States for 1999. This award was recently announced by the National Aeronautic Association (NAA) at Patuxent River, Md.

The U.S. Navy and the Hornet Industry Team were recognized for "designing, manufacturing, testing, and introducing into service the F/A-18E/F multi-mission strike fighter aircraft, the most capable and survivable carrier-based combat aircraft."

The NAA's Robert J. Collier Trophy, established in 1911, is awarded annually "for the greatest achievement in aeronautics and astronautics in America, with respect to improving the performance, efficiency, and safety of air or space vehicles, the value of which has been thoroughly demonstrated by actual use during the preceding year."

The trophy is on permanent display at the Smithsonian's National Air and Space Museum, Washington, D.C., and is considered the greatest and most prized of aeronautical honors in America.

In 1999, the *Super Hornet* completed the most thorough

and challenging operational evaluation in the history of naval aviation. During its "Test and Evaluation" phase, the F/A-18E/F has flown 6,876 mishap-free hours, including 2,917 hours in 1999.

Its documented performance makes the *Super Hornet* the most versatile, capable and survivable strike fighter aircraft in the world.

For more information about the F/A-18E/F *Super Hornet*, go to: <http://www.navy.mil>, select "Site Index" and scroll down to aircraft to select the F/A-18E/F *Super Hornet*. ☐

*Story by the F/A-18 public affairs office.*

## 104 Year-Old World War I Vet Receives Victory Medal

**O**ne hundred four year-old Edwin L. Lewis, a World War I Navy veteran from Buffalo Grove, Ill., recently received his long overdue World War I Victory Medal from RADM Edward Hunter, commander, Great Lakes Naval Training Center, Great Lakes, Ill.

Of the nearly 5 million Americans who served in World War I, some 500,000 were Sailors. Several months after the signing of the Armistice, the concept of a Victory medal was approved, and an Inter-allied Military Commission meeting in France formulated a set of recommendations that would evolve into the Victory Medal as we know it today.



Photo by Captain Dana Potts

CHINA LAKE, Calif., Dec. 15, 1999 — An F/A-18E "Super Hornet" strike-fighter deploys a flare over Naval Air Weapons Station China Lake, CA.

Lewis' grandnephew learned that his uncle had never taken the necessary steps to request the Victory Medal to which he was entitled. The family contacted the Bureau of Naval Personnel, verified his entitlement, and then contacted the Naval Training Center to arrange for a presentation of the award.

Lewis, who has 11 grandchildren, 24 great-grandchildren and 4 great-great-grandchildren, enlisted in the Navy in 1917 and served on the battleship USS *Ohio* (BB 12) and the destroyer, USS *Stringham* (DD 83).

It is estimated that there are fewer than 4,800 American veterans of World War I still living. ☐

*Story courtesy of public affairs office, Naval Training Center, Great Lakes, Ill.*

## Sub Show at Smithsonian

The Smithsonian's National Museum of American History recently opened the U.S. Submarine Cold War Exhibition — the most comprehensive exhibition on nuclear-powered sub-

marines and their role in the Cold War.

"Fast Attacks and Boomers: Submarines in the Cold War" features actual equipment from submarines that once circumnavigated the globe submerged in silent deterrence to nuclear war. Submarine equipment, declassified for display in this exhibition by the U.S. Navy, helps tell the story of the boats and the Sailors who operated them from the end of World War II in 1945 to the collapse of the Soviet Union in 1991.

Some recently declassified equipment on display includes: maneuvering room control panels (reactor, electrical, steam), control room attack center, weapons display and a Submarine propeller.

The exhibit is open daily from 10 a.m.-5:30 p.m., at the National Museum of American History, third floor of the East Wing (Enter through the Constitution Avenue entrance). ☐

## Updated Web Site for Sasebo

A dedicated web site has been created to provide a huge clearing house of information to help



the Fleet Activities, Sasebo, Japan, community regarding security issues.

The upgraded web site, developed by the CFAS Security Detachment, provides an extensive information base on topics including: anti-terrorism, bicycles, child safety seats, crime prevention, DARE, vehicle registration/de-registration, commercial taxis, traffic citations, traffic court, military working dogs (MWD), guest policy, traffic code, fingerprinting, lost and found, translator services, towing services and much more.

Visitors are also able to download copies of the Security Detachment's monthly newsletter and numerous Power Point presentations, providing detailed insights to help people tackle normal and abnormal day-to-day problems.

Chief Master at Arms (SW) Dwayne M. White, Security Detachment's Leading Chief Petty Officer, explained. "It's a massive challenge for the Security Detachment to effectively and efficiently promulgate information to enhance public awareness of various issues. We've established the web site, newsletter and an email contact list to aid us to better communicate with the public we protect and serve."

## Navy Learning Network to Provide Worldwide Access to Training and Training Information

Navy training will soon be available anytime from anywhere in the world with a new program from the Chief of Navy Education and Training. The Navy Learning Network (NLN) will provide easy worldwide access to training and training information via a single, integrated web site.

The NLN web site, [www.navylearning.navy.mil](http://www.navylearning.navy.mil), is being tested and is scheduled to stand up by summer 2000. Initially, the site will have only a portion of what is planned for its con-

The initial loading of courses will allow students access to courses in Information Technology (IT); Command and Control, Communications, Computer and Intelligence (C4I); and a few other courses, also developed for Internet delivery. The IT courses range in scope from beginning computer applications such as Microsoft Word, Power Point, Access and Excel to LAN/WAN administration and programming/development courses such as C++, Java and Visual Basic.

# INNOVATORS

tents during the next few years. The site will grow in increments, as internet-based courses are acquired from industry and existing Navy courses are converted for web delivery.

Through the NLN, courses will be available at no cost to all personnel, active-duty and Reserve Sailors, Marines and civilians. The NLN will also manage, track and record course usage and completions. A web site help desk will be available seven days a week, 24 hours a day. Need help with the web site, just contact the NLN Help Desk.

During the next year the NLN web site will expand with additional Internet-based courses; catalogs of schoolhouse courses and available CD Roms; Video Teletraining (VTT) courses; links to available education and training information; and on-line group discussion capabilities. CNET's goal is to provide quality courses that teach the knowledge and skills individuals need, when they need them, at anytime, from anywhere.

Story by Michele Harrison

Illustration by Rob Gelvin

Machinist's Mate 2nd Class Harold S. Ball and Interior Communication Technician 3rd Class Erin N. Taylor recently assumed the duties and responsibilities as the detachment's web-

masters. According to Ball, "The web site is not only for the local community but also for personnel with orders to a Sasebo command, folks seeking orders, as well as the casual surfer. Web site

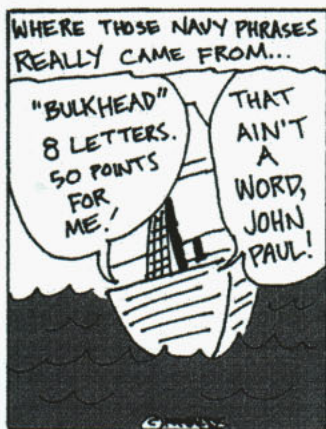
visitors can easily see the support and services available."

The Security Detachment, Sasebo, Japan, site can be viewed at [www.cfas.navy.mil/Dept/Security/50Index.htm](http://www.cfas.navy.mil/Dept/Security/50Index.htm). ☐

## Ricky's Tour

By J02 Mike Jones

[mikejones43@hotmail.com](mailto:mikejones43@hotmail.com)







0 ft  
25 ft  
50 ft  
75 ft  
100 ft  
125 ft  
150 ft  
175 ft  
200 ft  
225 ft

**Experimental Dive Suit  
Flies Navy Divers Where  
None Have Gone Before**

# INTO

**THE**



Just off the coast of San Diego, BM1(SW/DV) Richard Parkland takes the Hard Suit 2000 on its maiden dive.

**T**he Ocean ... the final frontier ... These are the voyages of the men attached to Hard Suit 2000. Their ongoing mission: to seek out distressed submarines, to give fast recovery to them and anything else that the Navy may need and to boldly go where no diver has gone before...

Sounds like something from the Sci-Fi Channel, right? Not quite: This is real life and it's happening to nine Sailors in San Diego. The small cadre, who can call themselves explorers of

the deep, were recently picked to test and operate a revolutionary suit capable of almost any mission at great depths: the Hard Suit 2000.

The special dive suit, loaned to the Navy for testing from a Canadian company, has an eerie resemblance to the Michelin Man and is clunky and unsophisticated. But when a Sailor climbs inside the special suit, it comes alive.

The "2000" in Hard Suit 2000 doesn't come merely from the year 2000. Two triple zero refers to the extreme depth at which the Hard Suit can operate: 2,000

feet below the surface of the ocean, which is the deepest any diver has gone without making a saturated dive.

"In a saturated dive, the body is pressurized and saturated with nitrogen," said Signalman 2nd Class (DV) Timothy Roff, a Navy diver attached with Advanced Diving Suit, the North Island-based Deep Submergence Unit (DSU). "In the past, a diver could spend a week at depths like this, but they would have to spend another two weeks in a decompression chamber to recover. The Hard Suit makes all that a thing of the past."

Before the special suit was developed,

# DEEP



-250 ft

-275 ft

-300 ft

-325 ft

-375 ft

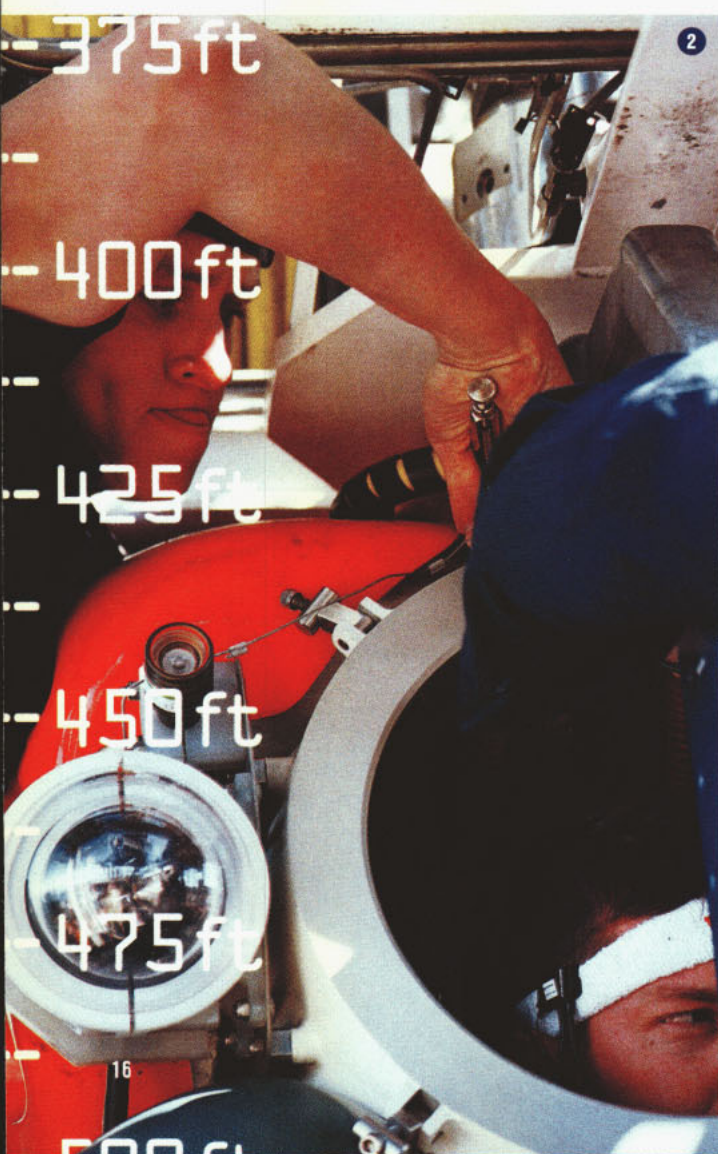
-400 ft

-425 ft

-450 ft

-475 ft

-500 ft



**1** QMC(SW/DV) Mark Schleef and EMFN(DV) Nathan M. Kibbler prepare the winches used for raising the cage that holds the Hard Suit. This cage and its winches allow the suit to be hoisted and dropped to different depths with ease at any location.

**2** EMFN(DV) Nathan M. Kibbler from Killeen, Texas, adjusts the suit just before the 40 pound, two-inch-thick face piece is put on Hard Suit 2000.

**3** BM3 Aaron Tomforde prepares the hydraulics before raising the cage that holds the Hard Suit. This cage is what allows the suit to be hoisted and dropped to various depths with ease at any location.

divers spent days to descend to 2,000 feet. "With the Hard Suit 2,000, we can get to 2,000 feet in 20 minutes," said Roff. "We can spend almost eight hours down there, bring the suit back up, and change out men without any decompression or loss of manpower."

Roff said they could have a man switched out and back at 2,000 feet in under an hour, while the person relieved can rest for the next shift.

For the lucky nine at the DSU, working with the multi-million dollar specialized suit has been an opportunity long in coming. Months before they got the suit, the Navy's great dive reputation reached a company in Canada — the manufacturers and designers of the suit — and they struck a special deal. The Navy agreed to conduct extensive testing, not just in putting guys behind the controls or even in the maintenance, but





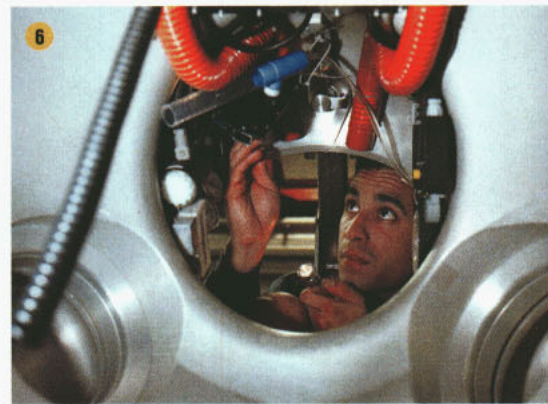
to help in setting the standards. Everything these nine men do with the suit will be logged and used as the standard for years to come. From writing the maintenance cards to setting the limit for stay-time in the suit, these diving pioneers — enlisted men in the Navy, will chart it all.

"I feel extremely lucky," said Engineman (DV) Nathan Kibbler. "As a technician, I've been responsible and proficient in knowing every wire, bolt, knob and gear of this suit." The Texas native is one of only four technicians in the world to be trained to maintain the suit. "Kibbler can actually take the suit apart into hundreds of pieces and put it back together single-handedly," said Roff. "He's also probably the only fireman in the Navy who is writing maintenance cards."

Being a part of anything big is said to

have its sacrifices, and the team members of DSU feel the same. Long hours with multitudes of repetitious checks, rechecks and cleanings before this suit can even touch the open ocean are some of those sacrifices. They have to be. There are, after all, lives at stake. The mission of this suit is endless. "It can be used to assist in the recovery of distressed submarines, salvage missions like January's Alaska Airlines crash and a wide variety of things that we haven't even thought of yet," said Roff.

Pitted against an unmanned Robot Operated Vehicle (ROV) — the Navy's current technology — the Hard Suit wins hands down. "We can see in three-dimension as opposed to a two-dimensional screen for one," said Roff. "We can also see 180 degrees and can reach into tighter places. It's just a lot more descriptive as to what we can see down there."



**4** EMFN(DV) Nathan Kibbler of Killeen, Texas, is one of only four technicians attached to Deep Submergence Unit's Hard Suit.

**5** SM2(DV) Timothy Roff sprays down the Hard Suit 2000 with fresh water after one of its first dives into the ocean.

**6** With a careful hand and a watchful eye, EM2(DV) Victor Ramirez makes adjustments to the multi-million dollar dive suit.



525 ft

550 ft

575 ft

600 ft

625 ft

650 ft

675 ft

700 ft

725 ft

750 ft



**7** EMFN(DV) Nathan Kibbler practices his maneuvers in the Deep Submergence Unit's pool at San Diego. These men must train extensively and log numerous hours in the suit before they are qualified to make dives in the open ocean.

**8** QMC(SW/DV) Mark Schleef hooks the suit to a winch that he uses to lower the suit into the massive pool where these men will practice maneuvers and flying techniques.

**9** As they clean the excess water from the Hard Suit, QMC(SW/DV) Mark Schleef (right) and EM2(DV) Fredrick Ramirez begin a 12-hour shift to monitor a diver inside the suit to test the limits.

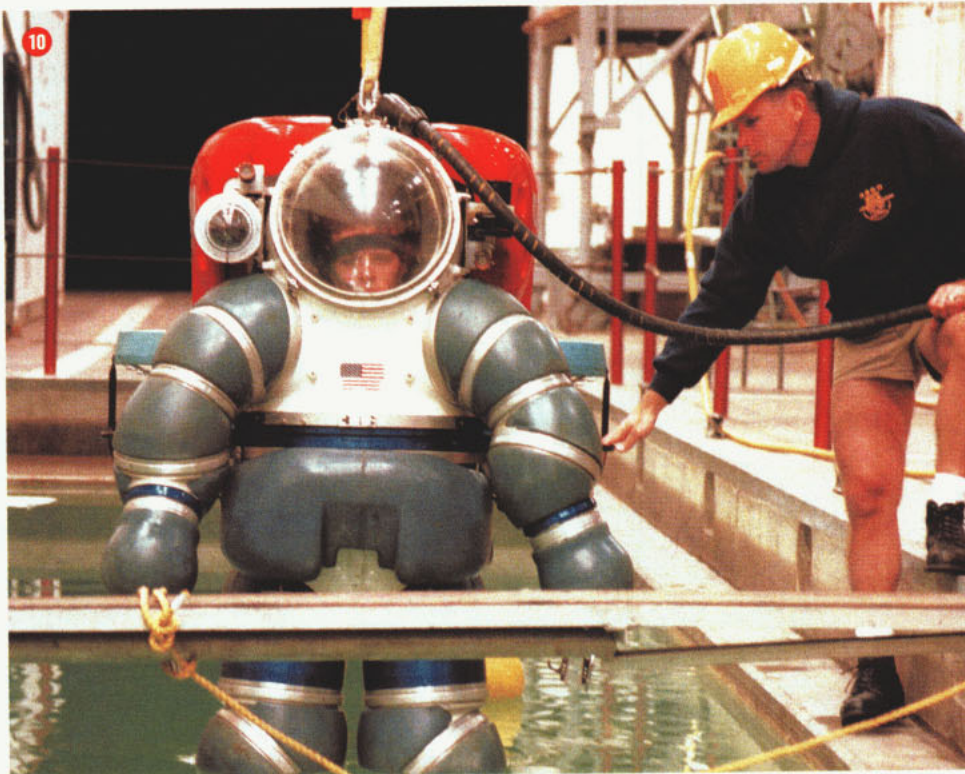


The most interesting part of the suit may not be the aluminum joints (each of which are specially cut from large blocks of super high-grade alloy) or even the fact that each of them are held together by a simple plastic wire slightly bigger than fishing line. What most of these divers agree on is the fact of safety. "Everything in this suit is safe," said Roff. "We really feel safe. And when we feel safe, especially at 2,000 feet, we can do our job much better."

There are many factors that interfere with working properly in extreme depths, like cold temperatures, total darkness and not knowing what is on the ocean floor. "With the Hard Suit, we don't walk or swim: we fly," said Boatswain's Mate 3rd Class (DV) Aaron M. Tomforde, one of the technicians with the crew. "With large propellers on the side controlled by our feet, we fly to our destination in almost any situation. Of course, it takes lots of



# INTO THE DEEP



practice.”

Practice is what these men have been working on. Using a large indoor pool in their giant hangar, these men train extensively to find the extremes at which the suit can safely operate. “We have to find the levels to which we can set standards for divers in the future,” said Machinery Repairman 1st Class (DV) Kent Kruse, who set a record for the suit, operating it without external power for almost nine hours.

By the end of the year, the men stationed with the Hard Suit 2000 will be fully operational and able to handle anything that is thrown their way. From recovery of crashes to recovery of downed submarines. Any way it’s used, this suit will surpass any technology in use today.

At any given time, you can hear Navy divers saying, “Our pride runs deep.”

These nine Sailors are going to ensure it runs deeper. ☒



**10** Inside a suit that has an almost space-like appearance, EMFN(DV) Nathan Kibbler of Killeen, Texas, begins a long day in the suit, conducting endurance tests. Each man must stay inside the suit for long hours to calculate the limits a diver can withstand.

**11** SM2(DV) Timothy Roff makes final preparations before being sealed in the hard suit for a 12-hour shift at Deep Submergence Unit, San Diego.





*This month,  
we dedicate  
a special section to  
the Battle of Midway,  
with a reprint of  
a June 1982  
All Hands feature.*



Japanese heavy cruiser of the *Mogame*-class  
on fire after an attack by planes of Task Force  
16 during the Battle of Midway.

U.S. Navy photo (No. 314422)



# All Hands Gazette **EXTRA**

JUNE SEVENTH, NINETEEN HUNDRED FOURTY-TWO

\*\*\*\*\* PRICE FIVE CENTS

# THE BATTLE OF MIDWAY

## Turning Point in the Pacific

Story by John F. Coleman

In war, a point is reached when the balance tips — usually for good — and one side, knowing that the scales are weighted, emerges bent on final victory. In the American Revolution, such a point was reached at the Battle of Saratoga.

The turning point in the American Civil War was reached at bloody Antietam, in Maryland, when Confederate forces were fought to a standstill.

The Allies reached several turning points in World War II: the Battle for Britain, the Battle of the North Atlantic, the Defense of Stalingrad. For America, her shining hour, her turning point in that war's Pacific Theater was reached at an island called Midway — 2,100 miles east of Tokyo and 1,135 miles west of Hawaii — America's most western base after the fall of Wake Island.

Fifty-eight years ago this month, it started

as another real estate grab on the part of the ever advancing forces of Imperial Japan; it ended in blazing action that sealed forever Japan's dream of expansion.

The stage had been set a month earlier — May 4-8, 1942 — in an arena called the Coral Sea. For the first time in history, surface fleets engaged in a duel out of sight of each other but with a new element of modern warfare interjected — naval air warfare and the baptism of carriers under fire.

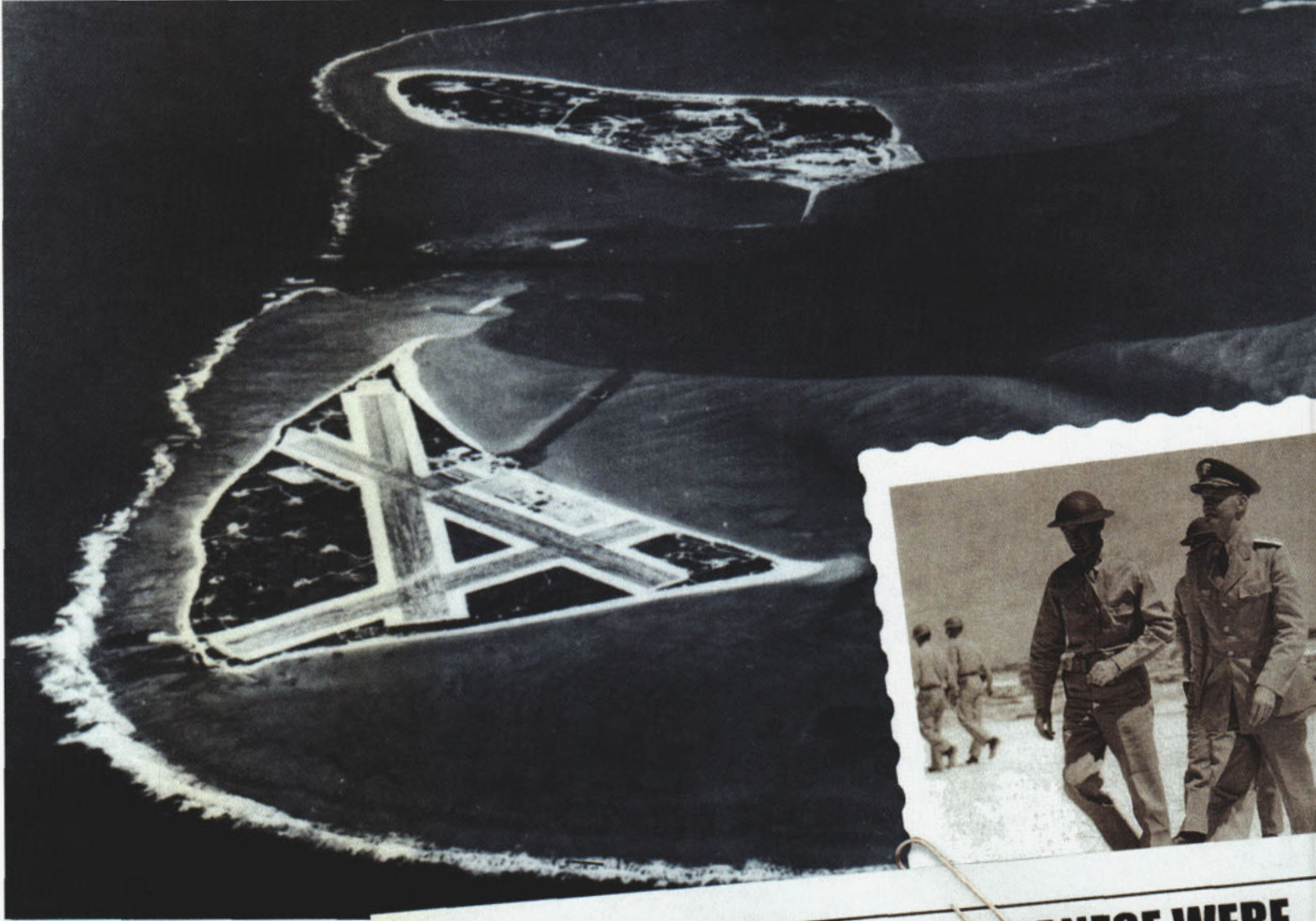
Coral Sea was a standoff, not a turning point. But in this battle, which delayed Japan's invasion of Tulagi in the Solomons and put off its invasion of Port Moresby in Papua, New Guinea, the stage was set for future Pacific conquest. We lost the carrier USS Lexington (CV 2) plus the oiler USS Neosho (AO 23) and the destroyer USS Sims

cont. on page 22



PACIFIC OCEAN, JUNE 4, 1942 — Crewmen prepare aircraft for launch aboard USS Yorktown (CV 5).





U.S. Navy photo (No. 451086)

*continued from page 21*

(DD 409) in the Coral Sea; the Japanese lost the cruiser *Shoho*. Two of their veterans of the attack on Pearl Harbor, carriers *Shokaku* and *Zuikaku*, were forced to sit out Midway because of Coral Sea. It took two months to repair *Shokaku*'s flight deck; *Zuikaku* took a month to replace her planes. The curtain now rises on Midway.

## Preliminaries

History states that the Battle of Midway started on June 3 and lasted until the sixth. Those are the true dates. But, it could be argued that Midway really began April 18, 1942, when Army Air Corps Lt.Col. Jimmy Doolittle and his force of 16 B-25 *Mitchell* bombers were launched from the deck of USS *Hornet* (CV 8), 668 miles off Tokyo for what was to be the famous "Raid Over Tokyo." In Washington, D.C., then-President Franklin D. Roosevelt told nosey reporters that the raid originated from a place called "Shangri-La" a name designed to mislead snoopers and enemy

**NIMITZ STATED THAT THE JAPANESE WERE MOUNTING A FULL-SCALE OFFENSIVE AGAINST MIDWAY** that May 28 looked like D-day and explained what he thought the Japanese strategy would be and how their forces would be split.  
Then the admiral dropped the clinic.

alike — the mysterious Tibetan city in James Hilton's *Lost Horizon*.

The ruse worked. The Japanese figured — as they studied their maps — that because it had to be within range of the bombers, it could be the Aleutians or Midway Island. Midway had to go.

Admiral Isoroku Yamamoto, commander in chief of the Combined Fleet, argued that the U.S. Navy's Pacific Fleet must be destroyed in 1942 or America's strength and resources would eventually do Japan in. Midway was selected to be the bait to lure the Pacific Fleet into a position where it could be wiped out.

Meanwhile, a member of ADM Chester Nimitz's staff at Pearl, CDR

Joseph J. Rochefort, headed up a team of crypto-analysts which had just cracked the Japanese code — no small chore by any means. Japanese diplomatic code had been broken earlier.

The message traffic coming out of Tokyo kept mentioning "AF" and D-day. Trouble was, our eavesdroppers couldn't figure out if "AF" really was Midway. Nimitz flew out to Midway from Pearl Harbor on May 2 for an inspection of the island's defenses.

## Midway's Defenses

Everything about Midway is small. The island — actually two islets, Sand and Eastern, with a lagoon about five miles across — lies just inside the southern reef. Sand Island (its highest



point is only 39 feet) is only 850 acres or so; Eastern isn't half that, but the Navy placed great strategic value on Midway. Since 1903, a telephone cable had connected it with Honolulu, and this cable was used in the battle's preliminaries, leaving the level of radio traffic

normal and there by

foiling any enemy listeners.

Once on Midway, Nimitz met with the commanding officer of the naval air station, CAPT Cyril T. Simard, and his Marine counterpart, Col. Harold D. Shannon, who commanded the 6th Marine Defense Battalion. He asked his two subordinates if they could hold out

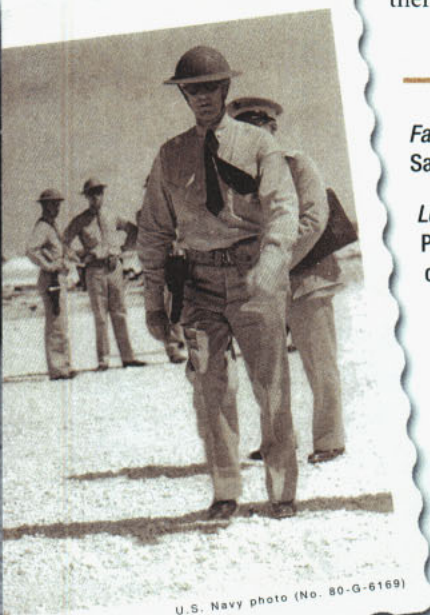


under a heavy, large-scale attack. Shannon told him that if he got additional equipment, the island could withstand such an attack.

Nimitz asked if that included "... a major amphibious assault?" Shannon's answer was yes. Nimitz returned to Pearl Harbor.

Simard and Shannon began strengthening their defense system. Shortly, they received a letter from Nimitz. He stated that the Japanese were mounting a full-scale offensive against Midway, that May 28 looked like D-day and explained what he thought the Japanese strategy would be and how their forces would be split.

Then the admiral dropped the clincher — he told his Midway commanders to report by radio and in clear language that the island's distillation

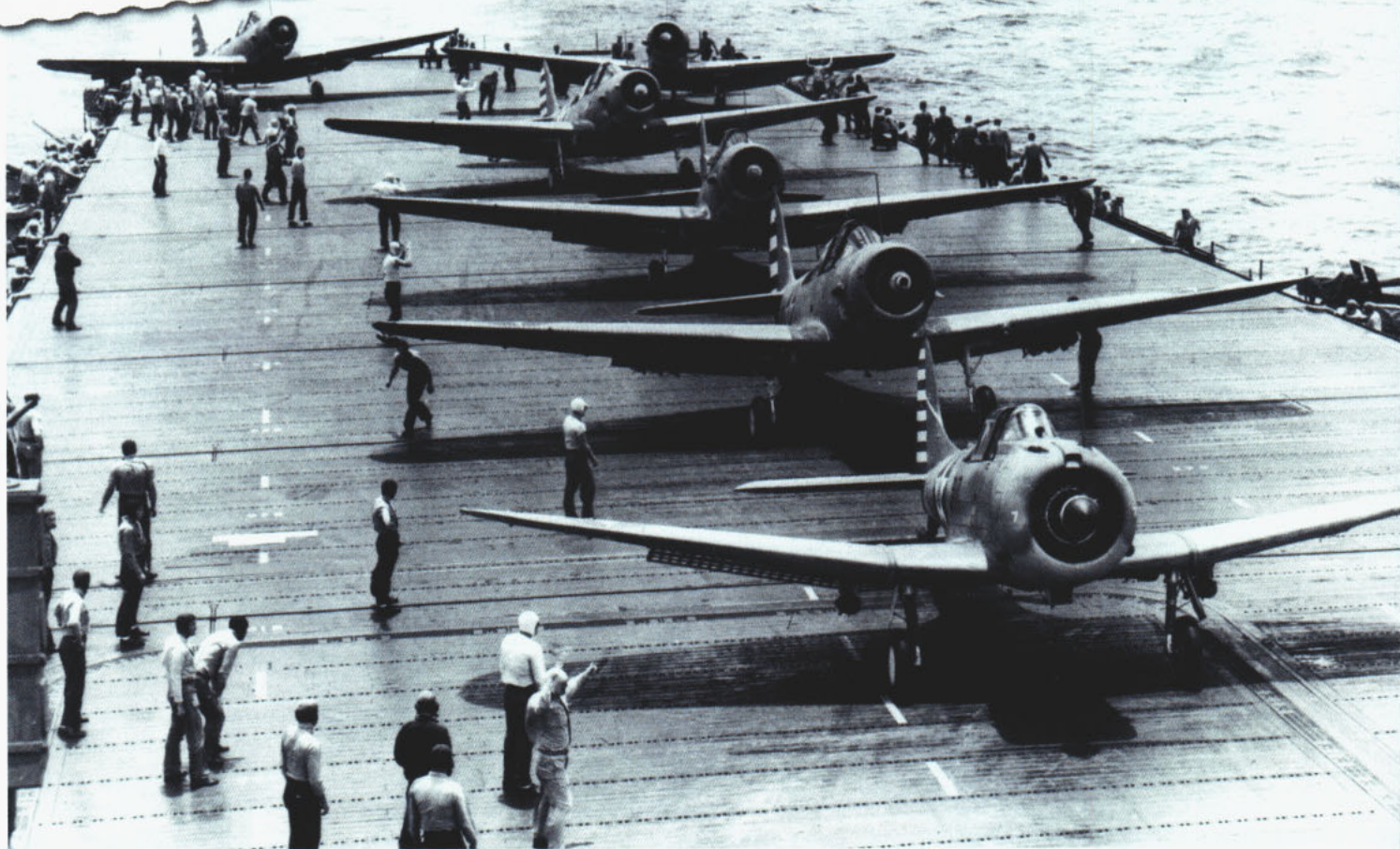


U.S. Navy photo (No. 80-G-6169)

*Far Left* — Midway Island with Eastern in the foreground and Sand Island in the background.

*Left* — On May 2, 1944, ADM Chester Nimitz, commander-in-chief, Pacific, arrives on Midway from Pearl Harbor for an inspection of the island's defenses.

*Below* — A dive bomber aircraft gets the "Go" signal from the plane launching officer as five torpedo planes begin to taxi forward to the launching spot on USS *Enterprise*. Planes averaged a take-off every 30 seconds.



U.S. Navy photo (No. 10151)





The dense smoke on USS *Yorktown* (CV 5) comes from a bomb hit on the ship's funnel which temporarily knocked out her boilers.

U.S. Navy photo (No. 80-G-312018)

plant had broken down. Two days later, the Americans intercepted a Japanese message stating that "AF" was short of fresh water.

Considering what the Japanese were about to throw against the island, Midway stood a good chance of becoming another Wake. All Shannon could muster were 2,138 Marines; Simard had another 1,494 fliers and service troops, including 120 Army men and 121 combat planes.

Midway's aircraft could only be described as a mixed bag — everything from *Catalinas* to *Marauders*. Marine Fighter Squadron 221 and Marine Scout Bombing Squadron 241 made up Marine Air Group 22 — the island's main air arm. These 50 serviceable planes (*Buffaloes*, *Wildcats*, *Vindicators* and

*Dauntlesses*) were bolstered by 13 (later 19) B-17 *Flying Fortresses* of the 431st Bombardment Squadron, 11 *Catalinas* attached to NAS, a detachment of six new *Avenger* torpedo planes flown by a USS *Yorktown* (CV 5) squadron detachment and various other planes, including four Army *Marauders*.

### Enemy Forces, Plans

The battle covered hundreds of miles of trackless ocean and involved land and sea phases. As they did in the Coral Sea, the Japanese split their forces into three distinct groups, each with specific missions. There was a diversionary force as well.

Overall command of the Japanese fleet rested with Admiral Yamamoto in the new battleship *Yamato*.

Yamamoto's main force consisted of seven battleships, one light carrier, two seaplane carriers, three light cruisers, 13 destroyers and four supply ships.

The Japanese occupation force, headed by Vice Admiral Nobutake Kondo, in the battleship *Atago*, consisted of two battleships, two seaplane carriers, one light carrier, eight heavy cruisers, 22 destroyers and numerous supply and patrol ships, escorting 12 transports. The invasion force was made up of 1,500 marines bound for Sand Island, 1,000 soldiers for Eastern, two construction battalions and other small units.

The striking force was headed by Vice Admiral Chuichi Nagumo who had led the attack on Pearl. Again he was in the carrier *Akagi*. His force was made up of two battleships, four carriers, two heavy



cruisers, one light cruiser, 12 destroyers and five supply ships.

A large group of submarines made up the advance expeditionary force, headed by Vice Admiral Teruhisa Komatsu as commander in chief of the 6th Fleet.

A northern area force — actually a diversion — was aimed at the same time against Dutch Harbor in the Aleutians.

It was hoped the American admiral, caught off guard, would weaken Midway's defense by ordering a task force to defend Alaska.

The Japanese plan was extremely complicated. They thought they could not only subdue and occupy Midway but, quite possibly, also lay bare Hawaii and the U.S. West Coast to attack. But that last part of Yamamoto's overall plan has never been historically verified.

### The Task Force

Nimitz sortied his ships from Pearl Harbor with orders to rendezvous at "Point Luck" on June 2, about 325 miles northeast of Midway. The task forces were under the overall command of RADM Frank Jack Fletcher, the same admiral who was in command during the Battle of the Coral Sea. Fletcher, in *Yorktown* (hastily repaired in record time at Pearl Harbor from severe damage inflicted at Coral Sea), and eight other ships — two cruisers and six destroyers — made up Task Force 17. Heading Task Force 16 was RADM Raymond A. Spruance in *USS Enterprise* (CV 6) with *USS Hornet* (CV 8), six cruisers and six destroyers.

Spruance, at the last minute, replaced VADM William F. "Bull" Halsey who was hospitalized just before the battle with a skin rash.

The orders were for the U.S. ships to maintain radio silence and communicate with each other visually. On June 2, Spruance signaled the ships of Task Force 16 "... to maintain an

approximate position 10 miles southward of Task Force 17 ... within visual signaling distance." The next day, June 3, the American plan was for the two task forces to move northward from Midway during darkness and avoid the enemy's probable attack course.

From the onset, Midway was not to be a surface slugging match — not against such ships as *Yamato*. Also on June 3, Spruance noted in his war diary that Dutch Harbor had been attacked that morning. The battle was on.



### First Sighting

Word of the Aleutian attack was still passing among the ships when another message was received — Midway's search planes had sighted two cargo ships some 470 miles from Midway.

That first report, about 9 a.m., was made by ENS Jack Reid who had taken off from Midway in a *Catalina*, just before sunrise. Reid came through 21 minutes later with another report stating that he had located the "main body" of the Japanese force — six large ships

## THE BATTLE COVERED HUNDREDS OF MILES OF TRACKLESS OCEAN

*and involved land and sea phases. As they did in the Coral Sea, the Japanese split their forces into three distinct groups, each with specific missions.*



U.S. Navy photo (No. 80-G-14384)

Scene on the flight deck of *USS Yorktown* (CV 5) shortly after she was hit by two Japanese aerial torpedoes, June 4, 1942. Men are balancing themselves on the listing deck as they prepare to abandon ship. This view looks aft from alongside the island. An F4F-4 *Wildcat* fighter visible in the background is Plane #6 from Fighting Squadron 3, which had been flown by ENS Brainard T. Macomber during the morning attacks on the Japanese carrier fleet. Insufficient fuel prevented it from being launched to defend *Yorktown* from the afternoon torpedo plane attack. Note life jacket worn by man at right.



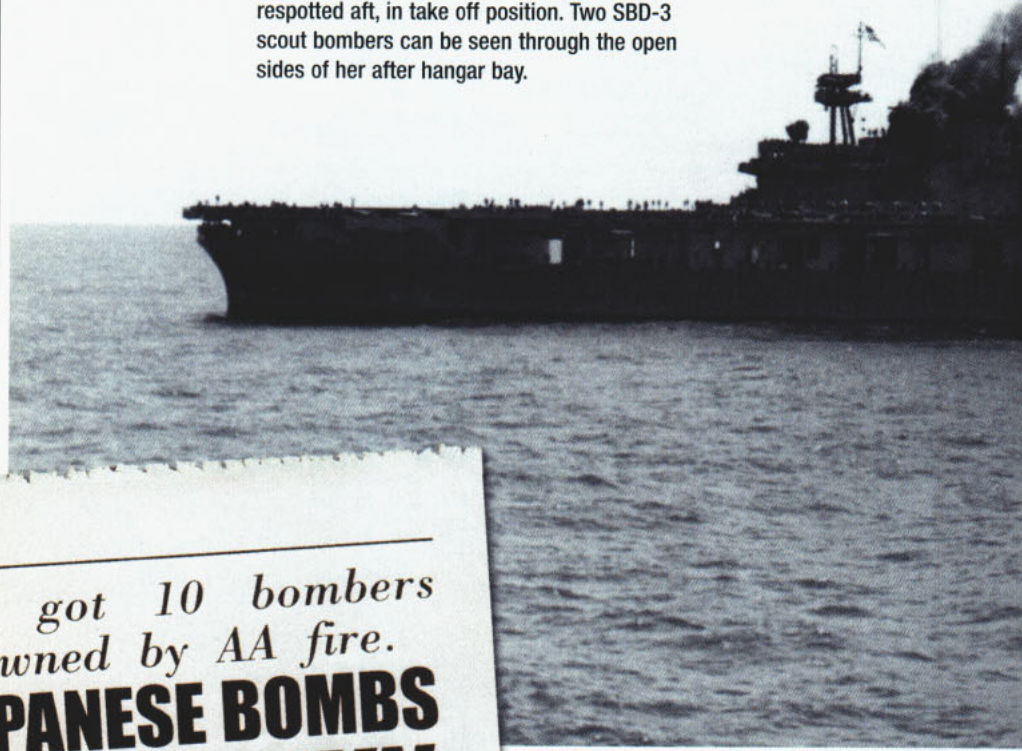
steaming in a column — 700 miles from Midway.

Nimitz earlier had charged Midway's air forces, in his letter to Simard, with the task of locating the Japanese forces and inflicting as much damage as possible to their carriers' decks.

Kondo's occupation force was approaching from the southwest; hidden in a weather front, the striking force was in the northwest; and Yamamoto's main body was far to the west. Fletcher, Spruance and the defenders on Midway remained much in the dark during the morning of June 3. The *Catalinas* and the *Fortresses* filled the air with radio traffic. Then, at 11 a.m., Reid sent a correction: There were 11 ships in the formation he sighted, not six.

Before noon, the *Fortresses* were back on the island and were refueled. Nine *Fortresses*, led by their commander,

USS *Yorktown* (CV 5) lies dead in the water after being hit by Japanese bombs on June 4, 1942. The ship was hit shortly after noon. This view was taken about an hour later, with fires still burning in her uptakes but other immediate repairs well advanced. F4F-4 fighters that had been parked at the forward end of the flight deck during the attack have been respotted aft, in take off position. Two SBD-3 scout bombers can be seen through the open sides of her after hangar bay.



U.S. Navy photo (No. 80-G-32301)

Marine Corps Lt. Col. Walter C. Sweeney Jr., took off again and headed for the ships Reid had sighted. Simard had decided to attack. Taking off at 12:10 p.m., they sighted a force four hours later of "five battleships or heavy cruisers and about 40 others." They "thought" they had hit a heavy cruiser and a transport. What they hit was the water.

Before the *Fortresses* returned, four volunteer *Catalina* crews took to the air for a night torpedo attack. *Catalinas* were not built for this kind of work nor were their crews trained for torpedo attacks. Still, they drew first blood. Three of the planes managed to locate the Japanese, and one flier, LT William L. Richard, put a fish into the tanker *Akebono Maru*.

## The U.S. pilots got 10 bombers and two were downed by AA fire. BUT THREE JAPANESE BOMBS FOUND YORKTOWN.



U.S. Navy photo (No. 80-G-312021)

After the first Japanese bombing attack of June 4, 1942, damage control parties began repairing holes in USS *Yorktown*'s (CV 5) flight deck.





lish contact with the Japanese forces, especially the carriers. When Simard launched his attackers, he intended that they attack the Japanese carriers simultaneously.

That way, the enemy couldn't protect all the carriers at the same time. It was a good plan in theory; in practice it just didn't work. Midway's planes were just too much of an odd assortment to carry out such a plan.

First to arrive on the scene were the *Avengers*. They had been assigned to Midway for a special mission: to battle test this latest torpedo plane and to weigh its merits against the fleet's other plane of the same type, the *Devastator*.

The *Avengers* came in as two groups of three at 7:10 a.m., let go their torpedos and made full turns to evade anti-aircraft (AA) fire. Japanese AA gunners were able to down three of the *Avengers*; only one of the six was able to return to Midway.

Last to leave Midway were four *Marauders* of the Army Air Corps's 69th Medium Bombardment Squadron headed by Army Capt. James F. Collins. Their speed allowed them to over-



## Attack on Midway

The Japanese striking force had made its run from under sheltering weather; by dawn, Nagumo was astride the international date line, at his launch position 200 miles northwest of Midway. At 4:30 a.m., he turned his four carriers — *Akagi*, *Kaga*, *Soryu* and *Hiryu* (all veterans of Pearl Harbor) — into the wind and launched 36 *Zeros*, 36 *Vals* and 36 *Kates* (fighters, dive bombers and torpedo bombers).

Midway, awake and ready since reveille at 3 a.m., got its first warning at 5:25 a.m.

The two-wave, 31-minute air attack inflicted heavy losses on VMF-221 — its planes, led by Marine Corps Maj. Floyd B. Parks, claimed 43 of the enemy at a cost of 13 *Buffaloes* and two *Wildcats*. The Japanese, at the time, said the score was 42 Marines downed at a cost of four *Vals*

and two *Zeros* — pretty good considering VMF-221 had only 25 operational planes to begin with. Outnumbered and outclassed, the Marine fighters fell victim one after another to the highly maneuverable *Zero*.

## Land Forces Attack

While VMF-221 was engaging the enemy over Midway, the rest of the island's air force was seeking to re-estab-



LCDR John Waldron,  
commander of VT-8

take and pass the *Dauntlesses* and *Vindicators*. Collins and another in his flight, Army Lt. James P. Muri, made contact with the Japanese striking force. Again *Akagi* was the target — both fliers went in after the carrier, Collins dropped his torpedo at 800 yards, Muri closed to 450 yards. Muri barely cleared the carrier's flight deck as he pulled up. *Zeros* caught up with both of them, chasing them away and turning their aircraft into flying junkyards.

Next, 15 *Fortresses* sighted the occupation force to the west at 7:32 a.m., but Sweeney didn't want mere surface ships. He wanted the two carriers reported earlier, Sweeney's group found *Soryu* and





Gay was hit in the left hand and arm as he closed in on Kaga and let loose his torpedo. Then he flew down the ship's flank, so close to the bridge that, he said later, **"I COULD SEE THE LITTLE CAPTAIN JUMPING UP AND DOWN, RAISING HELL."**

dropped about 10 bombs. They also found *Akagi* and *Hiryu*, but because of their altitude the bomb attacks were ineffective.

The carriers ran under the clouds after firing a few bursts of AA fire at the high-flying

*Fortresses*. Sweeney resumed a watchful orbit. Then, the 16 *Dauntlesses* of VMSB-241 joined the battle. Ten of Marine Corps Maj. Lofton R. Henderson's pilots had joined the squadron only a week before; 13 in all were so inexperienced that Henderson had to scale the attack to their abilities.

Spiraling from 9,000 to 4,000 feet, the Marines were picked up by the defending fighters. The Marine rear gunners were able to down four of the Japanese. But the enemy pilots and AA barrage brought down six *Dauntlesses* — including Henderson's. Capt. Elmer G. Glidden Jr., assumed command and dived for *Akagi* just as three fighters left her deck. The carrier had gone to flank speed to avoid

the Americans. Two of the Marines' 500 pounders scored hits on the carrier. The Marines broke free and headed for Midway.

With the Battle of Midway only some three hours old, VMSB-241's second wave — 11 old *Vindicators* — took on the battleship *Haruna* at 8:24 a.m. The Marines were at 13,000 feet and 20 miles from their target when three *Zeros* fell on them; Marine gunners got two. The group's leader, Maj. Benjamin W. Norris, flew out of the clouds at 2,000 feet expecting to find carriers but, instead, found himself directly above *Haruna* with her sister ship, *Kirishima*, nearby.

Norris would rather have had a carrier, but a battleship directly below him might not be ready for an aerial attack. The Marines let go. Geysers were seen near both Japanese ships but Nagumo was to write: "No hits."

Two-thirds of Midway's planes had been lost, by now, in the air or on the ground; half their airmen had been killed. The four deadly enemy carriers were still on the scene, constituting a fatal threat. Enter the task forces.

### Task Forces Attack

Although the occupation force had been sighted to the west during the dawn of June 4, ADM Fletcher did not close on it. He was after the striking force — the carriers — which he felt certain was heading in from the northwest. *Yorktown's* scouts had searched that area at dawn and again at dusk the day before. Fletcher ordered another search a half hour before sunrise.

At 5:34 a.m. Fletcher intercepted the report from the *Catalinas*, but it wasn't until their message of 6:03 a.m. that they gave him what he wanted — the bearing, distance, course and speed of the "carriers and battleships." Minutes later, Fletcher signaled Spruance in *Enterprise* (steaming 10 miles south of Task Force 17): "Proceed southwesterly and attack enemy carriers when definitely located. I will follow as soon as my (search) planes are recovered." Spruance proceeded at 25 knots.

**Above** — ENS George H. Gay at Pearl Harbor Naval Hospital, with a nurse and a copy of the *Honolulu Star-Bulletin* newspaper featuring accounts of the battle. He was the only survivor of the June 4, 1942, Torpedo Squadron (VT) 8 TBD torpedo plane attack on the Japanese carrier force. Gay's book *Sole Survivor* indicates the date of this photograph is probably June 7, 1942, following an operation to repair his injured left hand and a meeting with ADM Chester W. Nimitz.

**Below** — Corpsmen treat casualties on the flight deck of USS *Yorktown* (CV 5) after she received bomb hits in the first Japanese air attack, June 6, 1942. Note fire extinguisher at left, 1.1 inch A.A. gun in background, flight deck clothing and bearded chief.



U.S. Navy photo (No. 80-G-312021)



Within an hour, *Enterprise* launched Air Group 6 (the only seasoned American air group in the battle)—with all 57 of its planes: *Wildcats*, *Dauntlesses* and *Devastators*. *Hornet* launched Air Group 8 (an unseasoned group) with 50 similar planes.

But, halfway through *Enterprise's* launch, a Japanese scout plane had located Task Force 16 and radioed its position — 240 miles from Midway. Nagumo ordered that, following the recovery of his planes that had attacked Midway, his ships were to proceed north and, thereby, close the distance to the American force.

The Japanese had built up speed to 30 knots when 15 *Devastators* of *Hornet's* Torpedo Squadron 8 arrived. It was never known how the slow, 120-knot *Devastators* were able to beat the rest of the American planes to the target. Led by

LCDR John C. Waldron, Torpedo Squadron 8, like Midway's planes before, arrived in the arena very much alone and naked without fighter cover.

One after another, all 15 of the squadron's planes fell victim to Japanese fighters and AA fire. Although torpedoes were launched, not one scored a hit. Only one man, a pilot — ENS George H. Gay — lived to become an old veteran. Gay was hit in the left hand and arm as he closed in on *Kaga* and let loose his torpedo. Then he flew down the ship's flank, so close to the bridge that, he said later, "I could see the little captain jumping up and down, raising hell."

Then a 20mm shell hit his left rudder, and he crashed into the sea between *Kaga* and *Akagi*. The only one of 30 alive after Torpedo Squadron 8's gallant though



disastrous attack that morning, Gay was not rescued until after the battle — on the afternoon of June 5.

At 9:40 a.m., *Enterprise's* 14 planes of Torpedo Squadron 6 arrived on the scene. Like its sister squadron, Torpedo Squadron 6 had lost its fighter cover. They had to maintain a level altitude and steady course for at least two minutes before they could drop their fish. It was at this crucial point that the enemy's fighters pounced and downed 10; only four were able to get away.

*Yorktown's* Torpedo Squadron 3 came in to attack. In the melee, 16 more torpedo planes were lost for a total of 35 lost in a little more than an hour of battle. The new *Yorktown* group, made up of 12 *Devastators*, 17 *Dauntlesses* and six *Wildcats*, was headed by LCDR Lance E.



USS *Yorktown* (CV 5) is hit on the port side, amidships, by a Japanese Type 91 aerial torpedo during the mid-afternoon attack by planes from the carrier *Hiryu*, June 4, 1942. Photographed from USS *Pensacola* (CA 24), *Yorktown* is heeling to port and is seen at a different aspect than in other views taken by *Pensacola*, indicating that this is the second of two torpedo hits she received amid very heavy anti-aircraft fire.

U.S. Navy photo (No. 80-G-414423)



Massey. He got within a mile of the *Soryu* before a *Zero* got him as he neared the end of his run.

### Three Carriers Scratched

CDR Stanhope C. Ring, leading a group from *Hornet*, was incoming, but his group couldn't locate the Japanese carriers. Reaching the estimated position with fuel tanks nearing the empty mark, all they could see was empty ocean. Ring sent 22 of his bombers home and continued the search with 13 *Dauntlesses* and 10 *Wildcats*. They turned southeast toward Midway and, then, northeast — but nothing was seen. Finally Ring abandoned the search with fuel now critical.

LCDR Clarence W. McClusky, commanding *Enterprise's* air group and heading 33 *Dauntlesses* of Scout Bombing Squadron 6, faced the same problem Ring had faced. From 19,000 feet, he saw that the ocean to the southeast was empty except for the tiny blur that was Midway. He held on for another 75 miles, then reversed his course. Twenty-five minutes later and low on fuel, McClusky saw the wake of a single Japanese destroyer; soon he spotted *Soryu* leading the *Kaga* — to the east — and *Akagi* — to the west. *Hiryu* was well-ahead, hidden under cloud cover. The carriers were loaded with armed and fueled planes although some of those that had attacked Midway were yet to return.

LCDR Maxwell F. Leslie, commanding officer of *Yorktown's* Bombing Squadron 3, led 17 *Dauntlesses* on an attack against *Kaga*, which had 30 planes on her flight deck and an equal number on the hangar deck below. (*Yorktown's* air group, a composite from three different carriers, was operating together for the first time.) Four bombs were dropped on *Kaga*, smashing the bridge and killing everyone on it; the flight deck was turned into an inferno. Meanwhile, McClusky took on *Akagi* and *Soryu* by splitting his squadron

into two groups. *Soryu's* hangar deck took three bombs, and blazing gasoline covered the deck fore and aft. She lost steering, her magazine exploded and both engines stopped. She was ordered abandoned.

*Akagi* tried to get her fighters off, but two bombs hit among them — one on the midships elevator and the other aft on the port side. Her captain ordered her magazine flooded, but the afterpumps didn't function; the bridge was in flames, and the fire spread. With her flight deck totally engulfed in flames, her engine room failed to respond to orders.

Eighteen of McClusky's 33 *Dauntlesses* fell to *Zeros*, and he was wounded as well. Leslie, though, made it back to *Yorktown* with his group intact but was warned away — the carrier's radar had picked up an incoming strike.

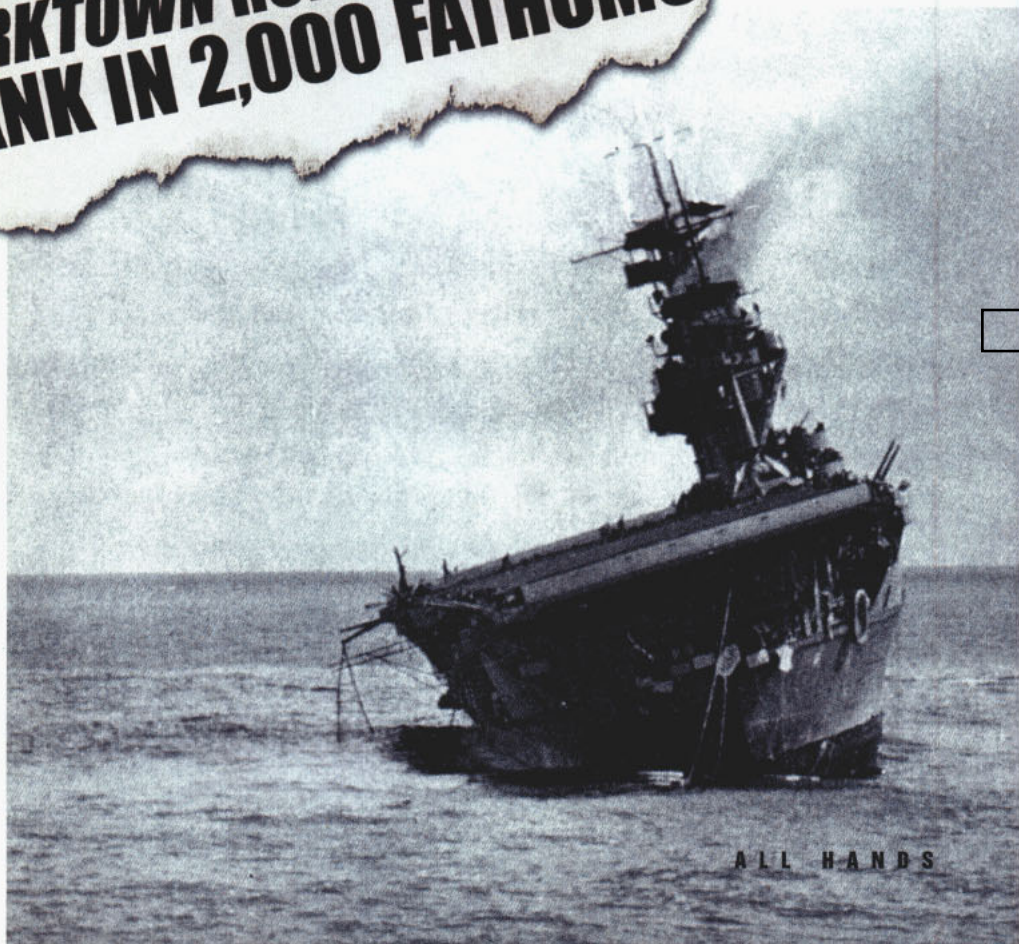
Before *Enterprise* could take aboard Bombing Squadron 3, two of its planes ditched because of lack of fuel.

### Yorktown Hit

Meantime, *Hiryu's* planes were on their way; that is, all *Hiryu* could launch: 18 bombers and six fighters. They came on to meet AA fire and *Yorktown's* air cover. The U.S. pilots got 10 bombers and two were downed by AA fire. But three Japanese bombs found *Yorktown*. One tore its way through to the third deck, exploded in the uptakes and put out the fires in two boilers. Steam pressure fell; fumes filled the boiler rooms; the stack was a-blaze with burning paint; and radio and radar lines were ruptured. *Yorktown* went dead in the water.

Fletcher transferred with his staff to the cruiser *Astoria*. *Yorktown's* repair parties got to work and in two hours her engineering gang was able to work the carrier up to

At 6 a.m., June 7 — with some of the volunteer salvage party trapped in a compartment on the fourth deck —  
**YORKTOWN ROLLED OVER AND SANK IN 2,000 FATHOMS.**





20 knots. Scarcely had *Yorktown* broken a new ensign on the mast, replacing the one mutilated in the previous attack, when radar picked up six fighters and 10 torpedo planes closing at 30 miles, incoming from *Hiryu*. Fletcher's group was alone; Spruance, with *Enterprise* and *Hornet*, 30 miles to the east, detached two heavy cruisers and two destroyers at flank speed to augment Fletcher's AA screen.

*Yorktown's* air cover and the combined AA fire shot down five of the torpedo planes; four others made it through. The heavy cruiser USS *Portland* tried in vain to put herself between the Japanese torpedoes and the stricken *Yorktown*, but two torpedoes struck the carrier's port side, almost at the same spot midship. A mere 45 minutes after her second birth, *Yorktown* took a 26-degree list and drifted in a slow circle to port. At 2:55 p.m., June 4, CAPT Elliot Buckmaster ordered "abandon ship."

### **Hiryu Destroyed**

Until now, no American had seen a fourth Japanese carrier. As *Yorktown* lay dying, one of its own scouts found a strong force 160 miles west of Task Force

16. Fletcher ordered *Enterprise* and *Hornet* to attack. By 3:41 p.m., *Enterprise* completed the launch of 24 *Dauntlesses*, including 10 refugees from *Yorktown*.

The Americans came at *Hiryu* directly out of the blazing sun from 19,000 feet. Although three of the attackers were lost to *Zeros* almost immediately, four large bombs found the flight deck, starting enormous fires. When *Hornet's* attack group arrived — 16 more *Dauntlesses* — *Hiryu* was in such bad shape that the American pilots ignored it and took on a battleship and a cruiser as targets of opportunity. None of *Hornet's* planes were lost.

*Soryu* was the first Japanese carrier to sink, aided by three torpedoes from the picket submarine USS *Nautilus* (SS 168) at about 2 p.m., June 4. *Soryu* lingered until evening, going down at 7:20 p.m.

Some 50 miles away, the sea bound Gay was watching the burning *Kaga* and saw it go down about the same time — actually five minutes after *Soryu*. *Akagi* and *Hiryu* went under the next



morning. With the four enemy carriers went 2,000 men.

### **Midway on Edge**

While the carrier battle raged all during June 4, Midway was beset with anxiety, constantly heightened by rumors.


The island had only 35 planes available, including four remaining *Fortresses*. Some other planes were undergoing hasty repairs. Sweeney took off in the evening with his *Fortresses*, and two others, just repaired, joined an hour later. On the way to hit Nagumo's survivors, the Army pilots were surprised to be joined by a flight of six more *Fortresses* that had flown directly to the battle scene from Hawaii. This group attacked various ships, but no hits were inflicted.

Then, 11 Marine fliers, led by Norris, tried next. Squalls and a moonless sky prevented them from finding any Japanese force. Abandoning their mission, they headed back to Midway and homed in on its burning oil fires.

At 7:30 p.m., 11 torpedo boats assigned to the island's defense roared out of the lagoon hoping to knock off stragglers, but they failed to find any enemy ships.

The Midway command next ordered the picket submarines off the island to tighten up their net and be ready in the morning to intercept a possible invasion. To confuse the scene even more, at 1:30 a.m., an enemy submarine (the I-168) suddenly fired eight rounds from its deck gun into Midway's lagoon and then retired. It seemed the landing was actually going to take place. Topping this confused situation was a report from the submarine USS *Tambor* (SS 198) of "many unidentified ships" located barely 90 miles from the island.

At sea that evening, *Yorktown* was still afloat but abandoned; Fletcher's task force was now without air power. Spruance, with *Enterprise* and *Hornet*, still very much ready for battle, was not anxious for a night surface action, especially with powerful enemy battleships in the vicinity.



USS *Yorktown* (CV 5) was abandoned by her crew after she was hit by two Japanese Type 91 aerial torpedoes, June 4, 1942. USS *Balch* (DD 363) is standing by at right. An oil slick surrounds the damaged carrier, and inflatable life rafts were deployed off her stern.



Dawn, June 5, Midway's *Catalinas* renewed their search. Shortly, they made their first report, sighting "two battleships streaming oil."

The sighting was actually of two heavy cruisers, not battleships — *Mogami* and *Mikuma*. But before the prowling *Catalinas* found them, fate had dealt *Mogami* and *Mikuma* a disastrous blow. As they were sighted earlier (3:42 a.m.) by *Tambor*, they had in turn sighted the American sub. An emergency turn was ordered. *Mogami*, last in the column, missed that signal and sliced into *Mikuma*'s port quarter, ripping it open and almost tearing its own bow off. *Mogami* caught fire and with its damaged bow could not make more than 12 knots; *Mikuma* trailed oil. Admiral Kurita continued his retirement at full speed, leaving the two cripples behind to be escorted by two destroyers.

Forty-five minutes before the collision, Yamamoto had sent a message to his startled subordinates: "Occupation of 'AF' is canceled ... Retire."

## Stern Chase

With the receipt of the *Catalina*'s sighting of the damaged *Mikuma* and *Mogami*, Midway's Simard ordered the *Fortresses* to attack, but they failed to find the ships. Next, Simard sent out the Marines of VMSB-241 — now with only six *Dauntlesses* and six *Vindicators*. Flying in clear weather, they soon picked up the oil slick, and at 8:05 a.m., June 5, they began a combination of glide-bombing and dive-bombing attacks. But the cruisers sent up such fierce AA cover that the Marines were able to count only six near misses. In desperation — and with great heroism — one of their number, Marine Corps Capt. Richard E. Fleming, crashed on the after turret of *Mikuma*.

Spruance, in the meantime, was about 50 miles north of Midway and was

considering which of the Japanese forces he should pursue; he had conflicting reports that one or more of the Japanese carriers were still afloat. At 11:25 a.m., Spruance began a chase; at 3 p.m., he launched a search and attack group.

managed to bring one of the attackers down.

June 5, therefore, passed without further action against the enemy. Spruance finally decided to break off the chase and go, instead, for the two crippled cruisers and their destroyers.

## Mikuma Sunk

Before the sun rose on June 6, *Enterprise* launched a reconnaissance flight that soon picked up the crippled cruisers as they limped westward. By 8 a.m., *Hornet*'s first attack group was launched, followed at 10:45 a.m., by another from *Enterprise*, and a third group from *Hornet* at 1:30 p.m. By the time the last group was launched, only 90 miles separated the Americans from the Japanese cruisers and destroyers; at altitude and in clear skies, the pilots could see both groups.

Neither cruiser had any air defense, and their float planes had been jettisoned. In the first attack, *Mogami* took two

bombs, one of which tore into its No. 5 turret, killing the gun's crew; two more hits in the second attack started fires. *Mogami* eventually reached Truk for temporary repairs.

Following the second attack, *Mikuma*'s captain ordered the ship abandoned; the destroyer *Arashio* tried to get close enough to carry off survivors but was beaten back by the flames. Although *Arashio* managed to get hundreds of men out of the water, a bomb from one of *Hornet*'s planes during the third attack hit the destroyer's deck where the cruiser's survivors were gathered and killed most of them. Another bomb in this attack set off torpedoes aboard *Mikuma*. The cruiser went down that evening.

It was a vengeful attack but — in the heat of battle — it was justified: *Mogami* and *Mikuma* were the cruisers that had sunk USS *Houston* (CA 30) and HMAS



U.S. Navy photo



**Above** — A *Yorktown* sailor looks for whatever can be salvaged from the rubble after the June 4, 1942, torpedo attack.

**Right** — Of the 22 Marines of Bombing Squadron 241 on Midway, seven were killed in action and six others were wounded. Among those killed was Maj. L.R. Henderson (first row, third from left) for which Henderson Field on Guadalcanal was named.

*Hornet*'s and *Enterprise*'s planes flew to the suspect area but found nothing. On the return flight, they came across the destroyer *Tanikaze* which Nagumo had detached earlier to determine if *Hiryu* was still afloat. *Tanikaze*'s skipper had already survived two separate attacks by Midway's B-17s that afternoon, and he was just as successful in dodging the 50 or so SBDs which came at him and



*Perth* in the Battle of the Java Sea only four months before.

Spruance now took stock of his oil-hungry ships — they hadn't been refueled in a week—and he considered his tired pilots, exhausted after three days of aerial combat. It was time to give up the chase.

### **Yorktown's End**

*Yorktown* managed to stay afloat on its own after her torpedoing, June 4, and the destroyer USS *Hughes* (DD 410), on Fletcher's orders, remained with her through the night. The next morning, two wounded men — previously overlooked — were rescued from the carrier by *Hughes* although one died shortly after being taken aboard.

A small salvage party was put aboard the carrier since, in the opinion of the captain of *Hughes*, the carrier could be salvaged. Soon to arrive on the scene were the minesweeper USS *Vireo* (AT 144) and the destroyer *Gwin* (DD 433), that had been ordered there by Nimitz to assist in the salvage. All day, July 5, the salvage party jettisoned gear, recovered some coding machines and other classified equipment and papers overlooked when the carrier was abandoned, and continued working until darkness called a halt. At this time, *Yorktown* was "listing to port about 25 degrees and was slightly down by the head."

The next day, it was decided to put aboard a proper salvage party of 29 officers and 141 men led by CAPT

Buckmaster — all volunteers — who were transferred from the destroyer USS *Hammann* (DD 412), secured to the *Yorktown's* starboard side. The party put out one remaining fire, jettisoned planes, removed weights and corrected the list by counterflooding with the aid of *Hammann's* pumps. *Vireo* towed *Yorktown* at a snail's pace. It looked as though the carrier was going to make it. Then the enemy stepped in.

Yamamoto had learned of *Yorktown's*



*Vireo* cut the towline and transferred the salvage party to the destroyer USS *Benham* (DD 397). *Yorktown* was doomed even though its captain still intended to resume salvage operations by first light. During the night, the carrier's list increased suddenly. At 6 a.m., June 7 — with some of the volunteer salvage party trapped in a compartment on the fourth deck — *Yorktown* rolled over and sank in 2,000 fathoms.

### **Turning Point**

The United States had lost one carrier, one destroyer, 147 planes and 307 men. Japan had lost four carriers, one heavy cruiser, 253 planes and 2,300 men. Because of the Battle of Midway — the turning point in the Pacific — Japan was no longer on the road to conquest. Her strategy for the rest of the war constituted a holding action — a constant, ever

shrinking defen-

sive operation. Loss of her carriers would eventually be negated through conversion of other ship classes to carriers. But Japan never fully recovered from the loss of her most seasoned pilots, a loss that plagued the empire for the remainder of the war.

As Rear Admiral Toshitane Takata said, "Failure of the Midway campaign was the beginning of total failure." ❑

*Reprinted from All Hands, Number 785, June 1982. Coleman was the editor of All Hands from 1976 to 1983.*

*The United States had lost one carrier, one destroyer, 147 planes and 307 men. Japan had lost four carriers, one heavy cruiser, 253 planes and 2,300 men.*

*Because of the Battle of Midway — the turning point in the Pacific — Japan was no longer on the road to conquest.*



U.S. Navy photo (No. AM-SOD-8-40283)

condition and ordered 1-168 (the sub that had shelled Midway's lagoon) to attack the carrier. In the early afternoon of June 6, the sub penetrated *Yorktown's* screen undetected and — at 1:30 p.m. — got off four torpedoes. One missed, two went under *Hammann* and hit *Yorktown*, and the fourth exploded under the destroyer's keel and broke its back amidships. The destroyer broke in two and sank in four minutes. While the destroyers hunted in vain for the sub,





# Master of the Game

Story and photos by PH2(AW) Jim Watson





**W**iping the sleep from his eyes, he looks over at a piece of paper on his desk.

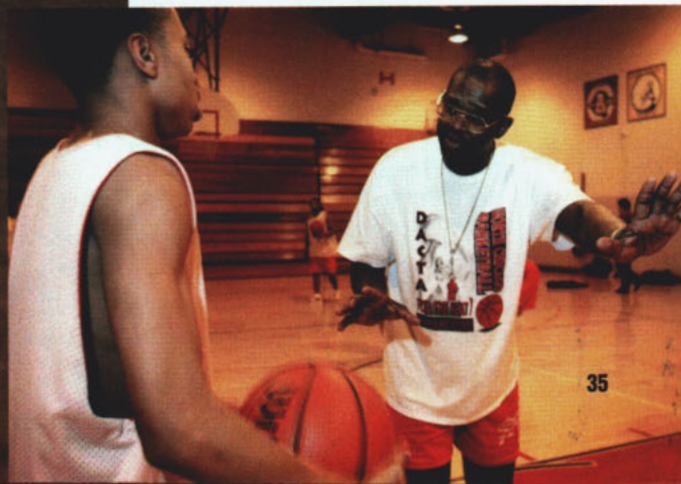
Numbers and names all run together at this hour, and to anyone else, the chicken scratch on the sheet would be illegible. A few grumbles as he clears his throat, and a push of a button later, the hard drive of his computer whirls, echoing through the room and down the hall of the quiet home. His family is still asleep so staying quiet is a must, but so is the task that he needs to get done in the next three hours before he gets ready for work.

The red glow of 2:49 a.m. blinking on the clock next to him hardly compares to the single overpowering light from the monitor illuminating the devoted man as he punches away at the keyboard. The stats of last night's basketball game need to be entered into the graphing program so his young players can *dog* each other about their number of points, rebounds and assists they had — or didn't have.

His morning routine has become more than a community service. It has become a duty for Master Chief Dental Technician (SW/AW) George Allen Jr., command master chief (CMC) for the dental clinics at Recruit Training Center Great Lakes, Ill. He is a coach, the head basketball coach for high school kids who need him more than they can possibly comprehend. Not to win games or show them how to make a perfect lay-up, but rather to instill DACTA, the discipline, academics, commitment, teamwork and

*Above* — "DATCA," says Coach Allen in the locker room after practice. "It's all about discipline, academics, commitment, teamwork and attitude. Those are the things that will make this team strong."

*Right* — "You have got to get in the block," said Coach Allen as he shows guard Michael Womack where he needs to be in the play.







Each of the players on Coach Allen's team have a goals form on their locker that reminds them of what it takes to succeed and what accomplishments they are striving for.

*Inset* – During a practice scrimmage of high school seniors against the juniors, Devaughn Johnson rushes to the hoop to score for his team.

3. My personal lifetime goals are to  
go to college and become a successful engineer,  
and give back to the community.

## Hustle you cannot survive without it KHARY ATKINS

attitude that Allen's coaching style is based upon.

"We were 0-20 the first year I began coaching at North Chicago Community High School," said Allen. "My first impression of the players was they didn't want to be coached. They wanted to do their own thing and play their own game."

And why should they think otherwise? They had gotten this far on their own. They were independent, strong-minded teenagers who attended school in a hard neighborhood, a school where metal detectors on the school doors are common and the school bully could do much worse than just take lunch money. And now, someone was going to come in and tell them to do things his way ... yeah, right. Not if they could help it.

It wasn't until Allen began suspending players from games, benching them for using profanity, being late and not paying attention, that they knew this coach was for real.

"The second season I brought a new philosophy to the court, DACTA. It has

helped me get to know the players' needs and has helped the players know what I expect of them."

Although it wasn't an overnight turn around, the players took hold and went 6-20 that season. The discipline and academic problems that faced Allen the first year, began to diminish, and the



DTCM (SW/AW) George Allen Jr. takes a moment to talk and laugh with the dental technicians assigned to Dental Clinic Recruit Training Command, Great Lakes, Ill., where he is their command master chief.

players learned some valuable lessons they would need later in life. Allen began to see his lessons take shape on the court; the same lessons he had been instilling in his Sailors as a CMC.

Allen personifies his slogan of DACTA off the court as he strolls up and down the corridors of the dental clinics. His Sailors know him — respect him — and you can see the feeling of caring they receive from him. He not only knows what they do at the clinics for the command, but he knows them — I mean really knows them.

"How's that new baby?"

"How was your vacation? Wife still working at that great job?"

"Did you get everything straightened out with that problem you had last week?"

These are questions only a man deeply rooted into his command would know to ask. He knows them by first name, last name and nickname. And they come from out of the woodwork to greet him — flocking to this man whose personality seems to inspire everyone.

He uses his lunch hour to PT with his troops and many of his off-duty hours figuring out what community service his command is going to sponsor next. Having come from a troubled neighborhood in Detroit, his goal is to



give back to the community of which he was a product. And he meets this goal every night when he gets to the school.

Of the 800 enrolled at North Chicago Community High School, 75 percent qualify for reduced lunches and have challenges and difficulties almost impossible to comprehend outside the school-house. The first year Allen coached the team, two of his players had children born during the school year and many others had issues that directly affected the basketball program.

"Your players really need to buy into your philosophy," said Allen. "They need to understand the program, know who and who not to listen to about peer pressure, and learn to make the right choices off the court."

It definitely seems like they have made the right choices this year. The team has gone 8-14 this year, winning more games this season than the last two combined.



DTCM(SW/AW) George Allen Jr. talks about the dental issues a new recruit has since he removed his braces himself before coming to Recruit Training Center, Great Lakes, Ill.

While it may not be the best record in the conference, they refuse to sell themselves short. The other teams in the district are beginning to respect them more as players, no longer seeing the street basketball team of before, but rather a disciplined team with goals they are striving to meet within each and every game.

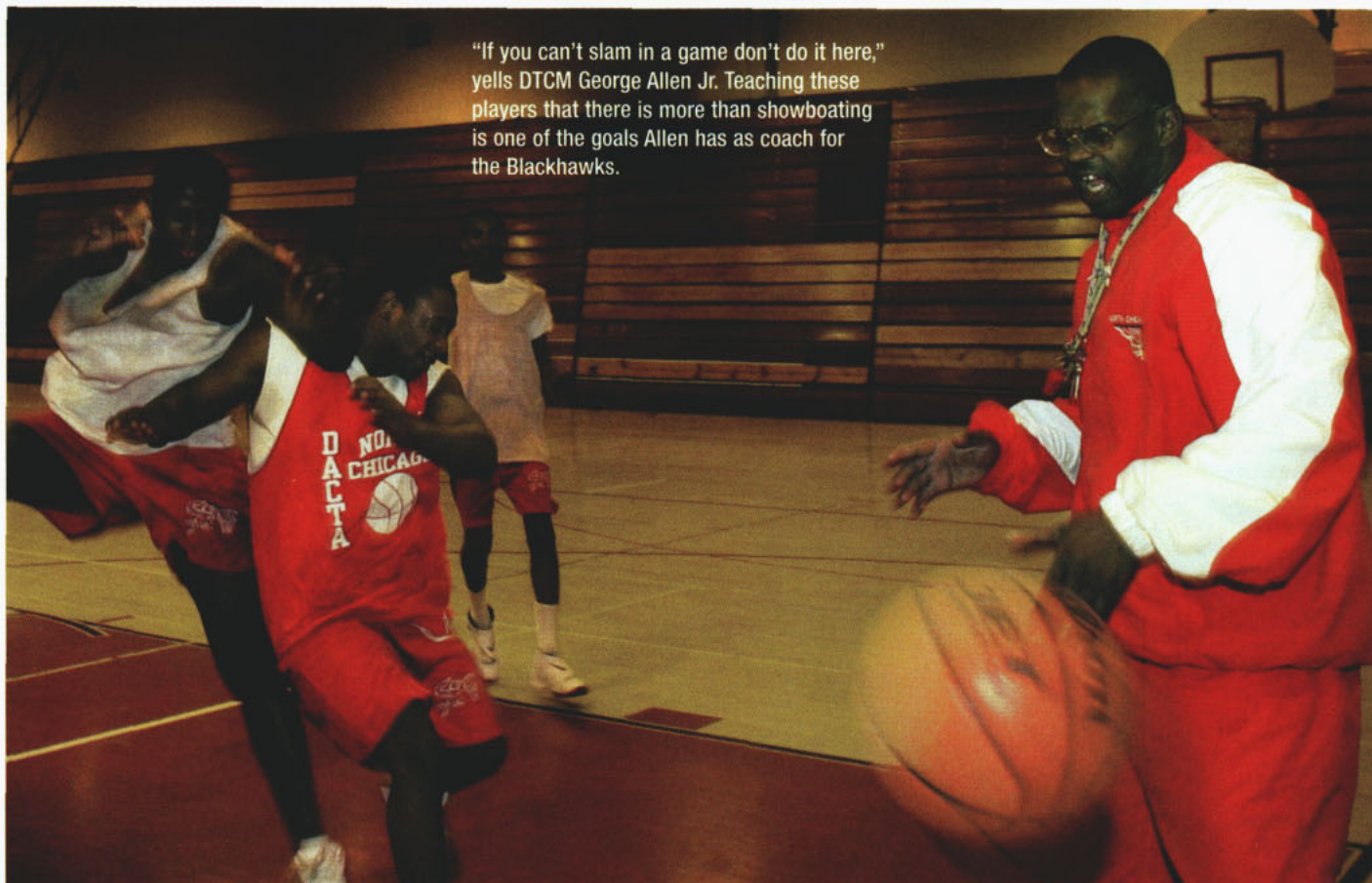
Hours are spent each day not only going through the plays and running drills, but learning an underlying lesson

of DACTA that the players may not see right in their face. It comes when he speaks to them about being on time. When he demands they remember to block the shot, and goes through the stats with them after each game asking them what they could have done differently. The lesson is being absorbed and the players are reflecting it.

Parents are complementing Allen on the total turn around seen in their sons. Players return year after year to thank him for being there, supporting and giving them a chance they felt they might not have

had before meeting him. They are thanking him for just making a difference in their lives, for working late and getting up early, for buying equipment for the team out of his own pocket and most of all, for giving them something they can take off the court into life ... DACTA. ☒

*Watson is a photojournalist assigned to All Hands.*



"If you can't slam in a game don't do it here," yells DTCM George Allen Jr. Teaching these players that there is more than showboating is one of the goals Allen has as coach for the Blackhawks.



W

AILING THROUGH THE SKIES SO FAST THAT EVEN SOUND WAVES ARE LEFT STARING AT HIS F-18 *SUPER HORNET* AFTERBURNERS IS THE DREAM OF MANY A YOUNG BOY. But real pilots know flying into combat is for keeps, different than a video game where more lives come at the request of a new game.

Sanctuary, protection, safety and survival are ideas a pilot can appreciate. A legend from the Cherokee Indian Nation holds that a Cherokee Indian chief named Shadowhawk, protected his mighty warriors, and engaged the enemy by summoning blinding sunlight, lightning, intense thunderstorms and darkening skies. Today, pilots get similar protection from the mystical powers of VAQ-141 "Shadowhawks" and other squadrons of EA-6B *Prowler* electronic

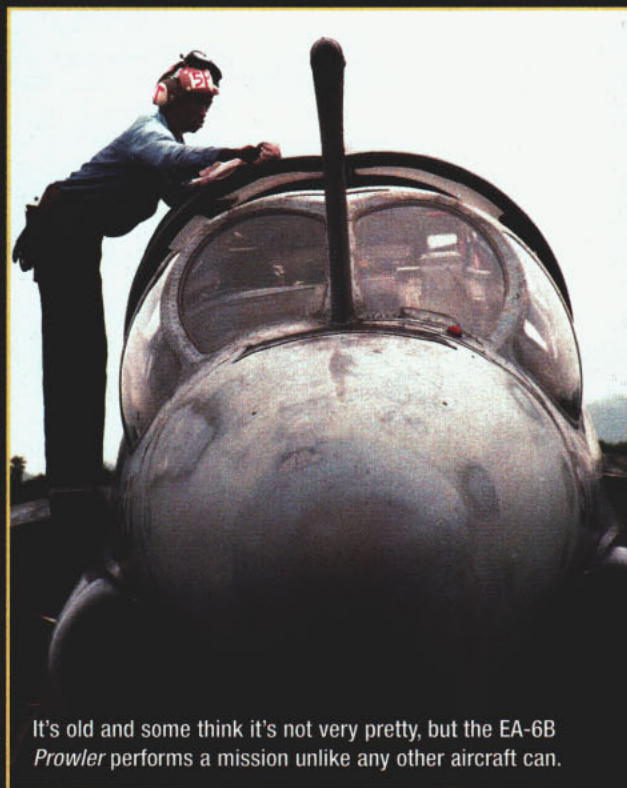


Photo by JDT Robert Benson

It's old and some think it's not very pretty, but the EA-6B *Prowler* performs a mission unlike any other aircraft can.

# WARFARE





warfare sorcerers.

When an EA-6B *Prowler* radiates its magic over a combat area, 21st century war technology backpedals to the age of manually operated gun mounts and planes with crude World War II-like navigation equipment.

EA-6B jammers disable technological wizardry like a hurricane crushes a small coastal village. Except there is no wind, no rushing water: Just the buzz of a jet engine never heard by the enemy — especially by electronic surveillance.

Your coffee pot and microwave will work; they're outside the jammer's frequency range. War can go on — sort of.

"Our mission is to JAM!!" said Personnelman 3rd Class Jon Padilla of VAQ-141 at NAS Whidbey Island, Wash.

Fighter pilots launching from USS *Theodore Roosevelt* (CV 71) during combat in Kosovo know the support a *Prowler* can give. No American lives were lost in the Kosovo air offensive,

and the "Black Aces" of VF-41 have their ideas why.

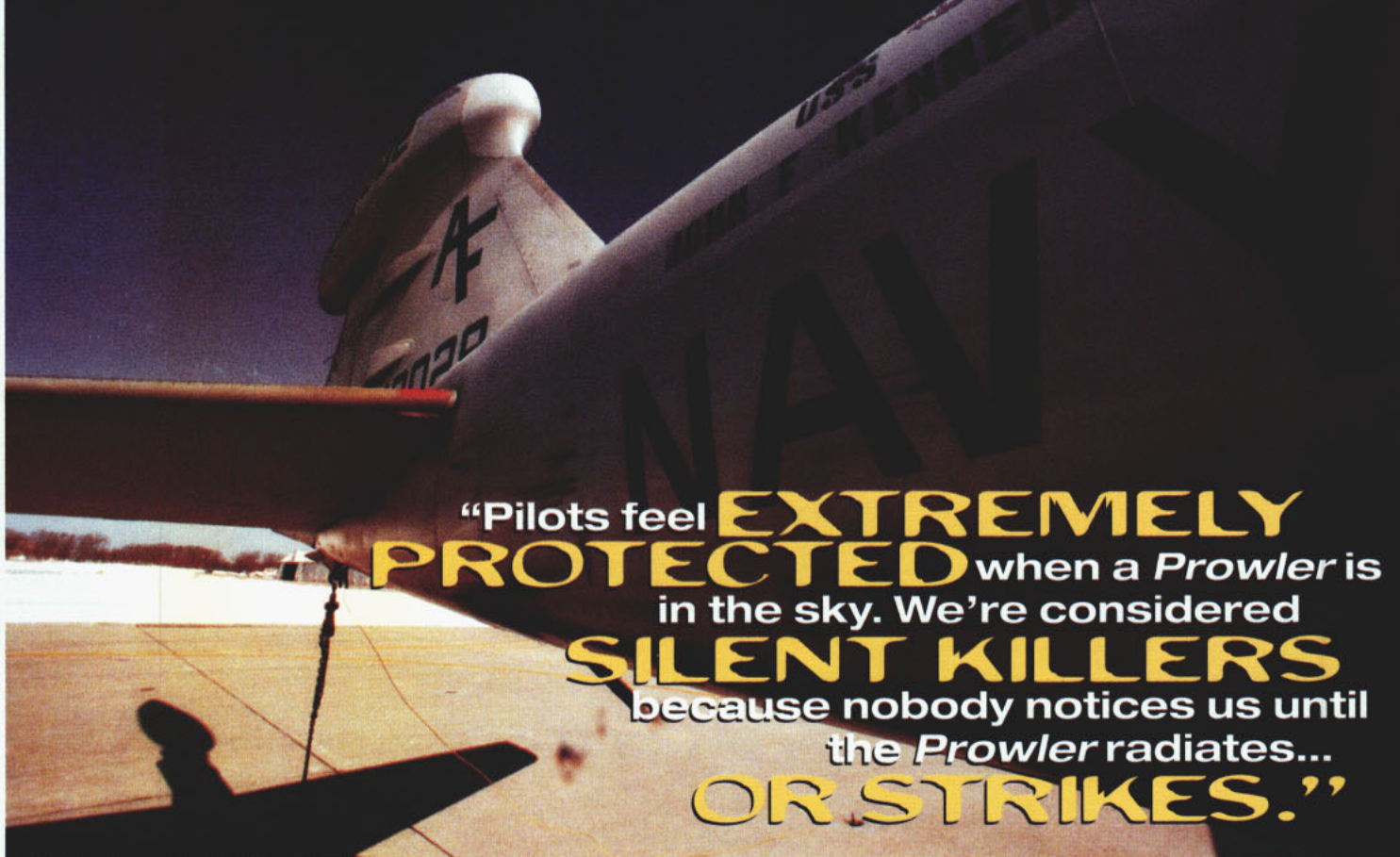
"That environment had numerous unlocated anti-aircraft artillery and surface-to-air missile batteries," said LCDR Brian B. Brurud, a *Tomcat* pilot responsible for armed reconnaissance and strike coordination. "It's difficult to conduct your mission like that. You have to have some type of sanctuary. The *Prowler*, with its electronic warfare capability, was the most essential piece of hardware in theatre."

# BY MAGIC

## PROWLERS — Don't Fly Without One

Story by JO1(SW/AW) Wayne Eternicka  
Photos by PHAA Saul Ingle





Many EA-6B Prowlers flying missions into Kosovo from aboard USS *Theodore Roosevelt* (CV 71) were part of the VAQ-141 Shadowhawks. Squadron members resonate the exact same mentality as their namesake, the Indian chief.

"We suppress enemy air defenses and protect our pilots," said Aviation Machinist's Mate 2nd Class (AW) James V. Moir of the Shadowhawks. "Pilots feel extremely protected when a *Prowler* is in the sky. We're considered silent killers because nobody notices us until the *Prowler* radiates ... or strikes."

Shadowhawks delivered more than an electrical storm during the two-and-a-half-month Kosovo conflict.

"In my case, I was under direct attack by five missiles nearly simultaneously," said Brurud. "One blew up 1,000 feet below my wingman. Then a *HARM* missile from a *Prowler* impacted and blew up the launch site."

When that happens, the radar-guided missile controller is destroyed.

"That sends the missiles stupid," Brurud said.

"Once you see the smoke plume from the *HARM*, everybody knows where the

site is — then it's a bombing free-for-all," Brurud said. "In my mind, the *Prowler* saved our lives that day, or every day for that matter.

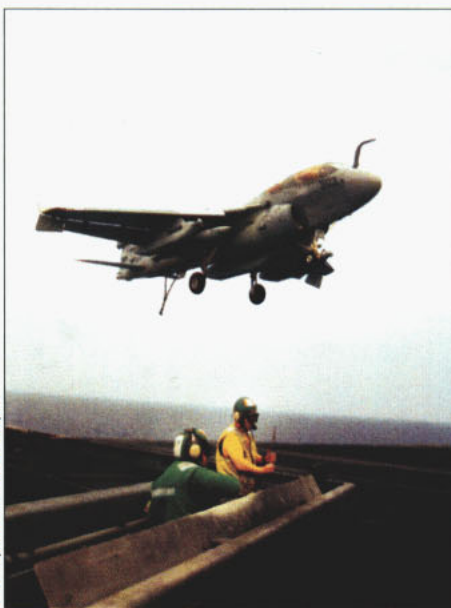


Photo by PH1 Dennis D. Taylor

"The first time I saw a *HARM* impact and destroy a missile and site it scared the hell out of me," he said. "It was the first strike, the second night, as we went to blow up a target in Kosovo. As soon as we were there, a missile launched in front of us. I had to defend and try to

maneuver, but after I saw the missile get hit by our own counter-attack [from a *Prowler*]. To me it was very empowering."

Enemies often choose not to radiate the electronic surveillance or guidance equipment necessary to fire their missiles when an EA-6B is in the area.

"That's called a soft kill," explained CDR Clay Fearnow, commanding officer of *Prowler* squadron VAQ-209 located at Andrews AFB, Washington, D.C. "A site may not radiate because it knows it will be fired upon with a *HARM* missile. The site is still functional. It's only disabled while the *Prowler* is present. That's why we call it a soft kill."

"Hard kills are ideal because the weapons can't be used again, but both provide for the mission," he said.

"When a *Prowler* is landing on a ship's flight deck and the *HARM* missile isn't there — that's satisfaction," said Aviation Electronics Technician 3rd Class Woodrow T. Barden of the VAQ-209 "Star Warriors" maintenance team. "You know your work was needed and accomplished something. Our job is helping people survive, and it makes you feel good."

Today, DOD's airborne electronic





Photo by PH2 Jim Watson

warfare has fallen mainly on the existing Navy EA-6B *Prowlers* and to a lesser extent on the Air Force F-16C with an installed *HARM* system. Bigger role equals, more money from Congress. The older *Prowler* air frames (modified A-6 *Intruder* bodies) will get new wing center sections. Before 2005, each of the Navy's 123 *Prowlers* will be retrofitted with new communication and navigation equipment. Before 2010, new jamming equipment ... and **look out**.

"I don't want to say what our

jamming upgrades won't do," said Barden. "The day I say it can't toast bread will be the day it makes me breakfast. As technology increases, we're always getting upgrades to stay on the edge."

Brurud hopes the Navy will continue to focus on electronic warfare ... not a surprising attitude from someone who watched five missiles come at him, and lived to tell his family.

"People make movies about pointy-nosed aircraft," he said. "But in reality, you don't go anywhere without a *Prowler*."

## WARFARE BY MAGIC

ADAN Travis Bienemy of VAQ-209 stands by as the ground crew prepares to move an EA-6B into the hanger at Andrews Air Force Base.

Screaming into hostile territory at 500 mph with the possibility of dying, no one wants to fly without the cover of magic — the seemingly supernatural guardian forces born from the elbow-grease of mortal Sailor technicians and the skill of a handful of Navy *Prowler* pilots. ☒

*Eternicka is a journalist and Ingle is a photographer's mate assigned to All Hands.*

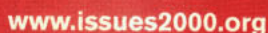
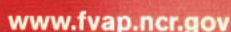
**Far Left** — Arresting gear personnel ensure a clear deck as an EA-6B *Prowler* lands on the flight deck of USS *Theodore Roosevelt* (CVN 71). *Roosevelt* was operating in the Adriatic Sea in support of the NATO-led Operation *Allied Force*.

**Right** — Silhouettes of *HARM* missiles line the forward part of the fuselage indicating the number of missions the aircraft flew into Kosovo.





# CYBERSPACE: Good Place to Learn; Bad Place



Though presidential primaries are finished, at [www.fvap.ncr.gov](http://www.fvap.ncr.gov) you can find a schedule of the state primaries for each state at the link for 2000 election calendar. You can also find all the Federal Voting Assistance Program publications and resources. Need a registration form? You can get it while you're there. Need an absentee voting ballot? You can get that, too. If you're overseas and not sure how to vote absentee, you can E-mail the Federal Voting Assistance Program directly at: [vote@fvap.ncr.gov](mailto:vote@fvap.ncr.gov) or call toll



If you have stronger than average feelings about politics

and are heavily for or against some candidates, you may want to visit [www.osc.gov/hatchact.htm](http://www.osc.gov/hatchact.htm) and review the Hatch Act. For instance, under the Hatch Act, you will find you can be an active member of a political party or club, but you can't wear partisan political buttons while on duty. You're even allowed to make speeches for candidates (your dream, right?), but not while in uniform or driving a government vehicle. Most of your political dos and don'ts are listed under the Hatch Act.

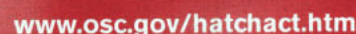
Once you know the issues, you should be ready to vote — unless you still need motivation. You can order motivational posters from the [www.fvap.ncr.gov](http://www.fvap.ncr.gov) website, but ordering takes motivation, too. I'll give you the winning slogans from the last few FVAP contests.

—HM1 Roberto A. Small (1995)

— HMC Romualdo V. Cabal (1997)

— Roger G. Mansfield Jr.,  
Department of the Army Civilian  
(1999)

Cyber Sailor





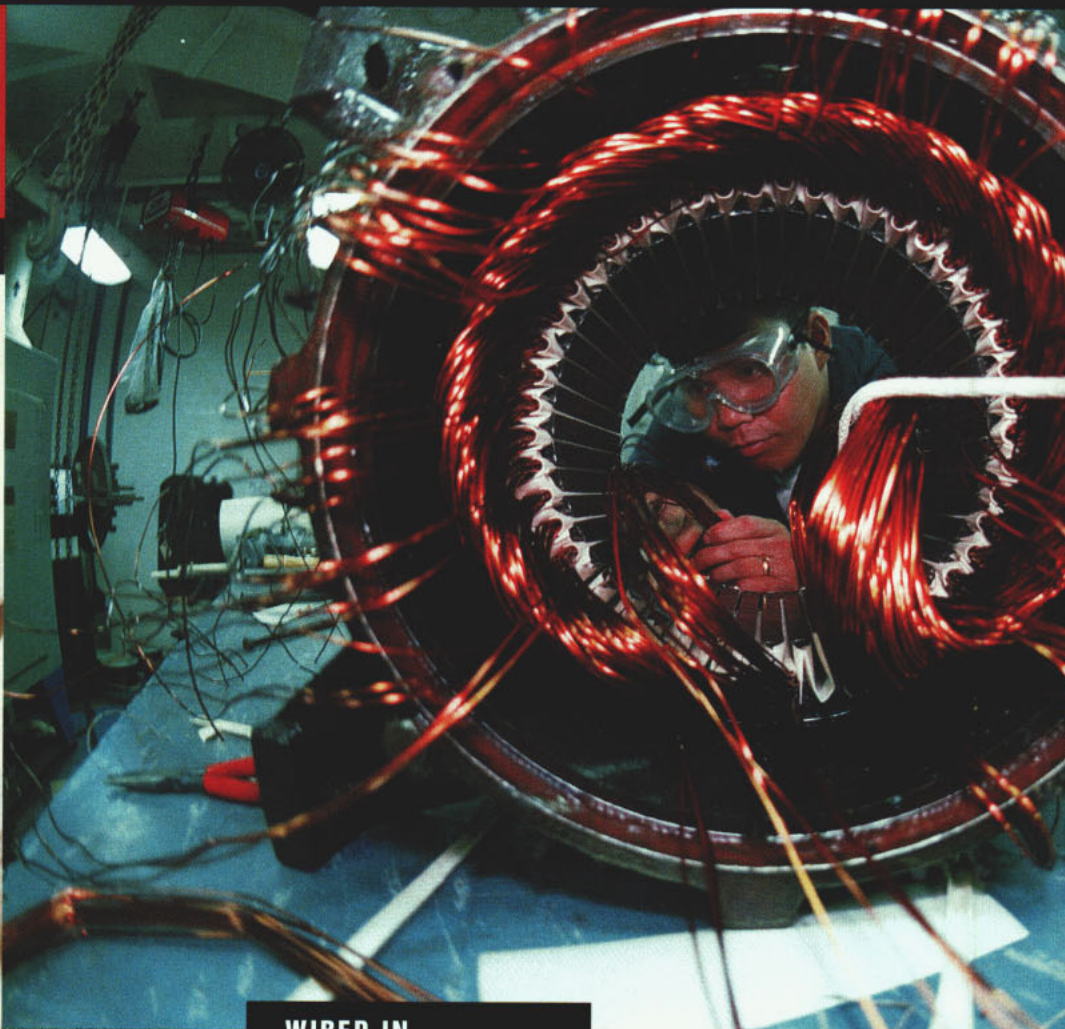
# Eye on the Fleet

**EYE ON THE FLEET** is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **HIGH IMPACT,** quality photography from **SAILORS** in the fleet to showcase the American Sailor in **ACTION.**

HT2(SEAL) Stephan Drum from Media, Pa., sights in his rifle during Fleet Battle Experiment Foxtrot in Bahrain.

Photo by PH2 J.B. Keefer

## IN HIS SIGHTS



## WIRED IN

ET2 Aurelio Amilao of Cervantes, Republic of the Philippines, conducts maintenance on the Ship's Service Turbine Generator motor circulation pump aboard USS *Blue Ridge* (LCC 19).

Photo by PHAN Kurt Eischen

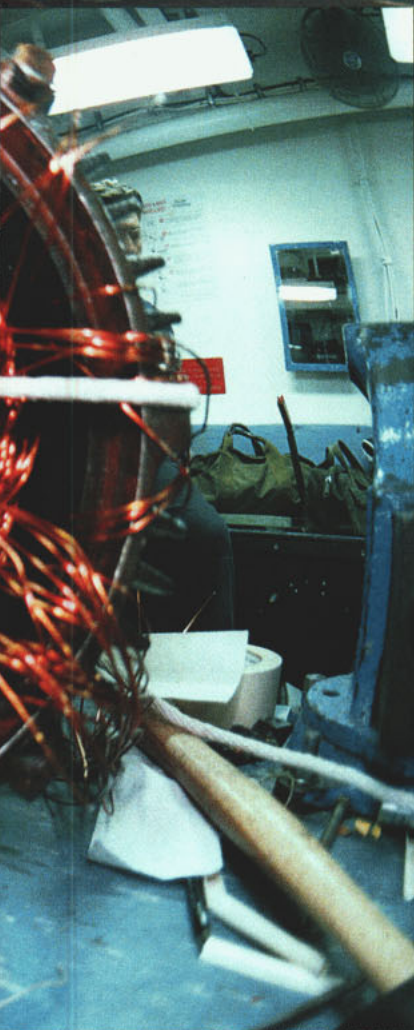




## STEAM ROLLER

An F/A-18 *Hornet* from Carrier Air Wing (CVW) 17 is directed to a catapult on the flight deck of USS *George Washington* (CVN 73) prior to launch.

Photo by PH3 Brian Fleske



## FIRE WATCH

USS *Kitty Hawk* (CV 63) Sailors, ABHAN Colby Jergensert of Wilits, Calif., and ABH3 Charter Delzatto of Oceanside, Calif., stand the flight deck fire watch.

Photo by PH3 Danny Ewing Jr.



## SEUSS SAILOR

ET1 Robert Young from Tazewell, Va., reads Dr. Seuss's book *The Cat in the Hat* to Hampton Roads school children aboard USS *Harry S. Truman* (CVN 75). *Truman* hosted the national kick-off of "Read to Kids Across America" campaign by having 120 Sailors read for more than 750 local school children.

Photo by PH3 Michael A. Hursey II



## COMING AT YOU

LT Miles Ervin (left) of Klamath Falls, Ore., and LT John Stuhifire of Walpole, Mass., perform flight test in a P-3 *Orion* at Naval Force Aircraft Test Squadron, Patuxent River, Md.

Photo by AT1 David Schroeder

Two U.S. Navy HH-60 *Seahawk* helicopters pick up a downed air crewman during Exercise *Desert Rescue*, a search and rescue (SAR) training exercise conducted at Naval Air Station Fallon in Fallon, Nev.

Photo by Air Force TSGT David W. Richards

## NIGHT MOVES





A Sailor aboard the destroyer USS *Elliott* (DD 967) hauls a line in as the ship gets underway from Pier 8 at Naval Station San Diego. *Elliott* is deploying to the Western Pacific and Indian Ocean.

Photo by PH1 Chuck Cavanaugh

## HAULING IN



## A FITTING TRIBUTE

Lolita Madden, of Chula Vista, Calif., the wife of a former USS *Essex* (CV 9) crew member, visits with CAPT Stephen Gilmore, commanding officer of USS *Essex* (LHD 4), a multi-purpose amphibious assault ship. Her husband was one of the original plankowners aboard the World War II carrier. Mrs. Madden made a surprise visit to the ship to donate one of her husband's cruisebooks.

Photo by  
PHAN Timothy Nequin

## TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) images with full credit and outline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: [navynewsphoto@hq.navy.mil](mailto:navynewsphoto@hq.navy.mil)

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NAVAL MEDIA CENTER,  
2713 MITSCHER RD., S.W.  
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20373-5819





## Standing Firm

By JO1 Robert Benson

Someone really should just hang a “do not touch” sign around the neck of Aviation Boatswain’s Mate (Fuels) 1st Class Thomas Lucas. It might limit the gawkers, paparazzi and voyeurists who stop and stare at Lucas and whisper and point. Recently things have gotten somewhat out of hand: strangers are touching him. Some of the daring — mainly tourists — have the gall to put their kids next to Lucas and take a picture for their scrapbook. They don’t even pay him or say thanks.

You see, Lucas has a weight problem. Right now he tips the scales at more than 1,000 pounds. That’s not all; his skin is wrought with disaster: It’s hard and weathered, no way indicative of his middle European background. What’s worse are these in-escapable facts: he stands outdoors in the rain without an umbrella, he hasn’t spoken to anyone in more than a year and slowly, day by day, he’s turning green.

There’s only one person who has really reached the core of Lucas, and that’s Lucas himself. Not the cast bronze Lucas that stands permanently in front of the Aviation Museum in Pensacola, Fla., (that’s right, Lucas is also a piece of metal) — we’re talking about the real Lucas. The living, breathing, cocky-and-quick-to-make-a-joke-Lucas.

Two and a half years ago, Lucas, then 27, was selected to model for a series of statues by famed sculptor and museum director, retired CAPT Bob Rasmussen. Rasmussen said he had studied the Lone Sailor statue at the Navy Memorial, Washington, D.C., but it didn’t quite express his idea of the enlisted Sailors

he’d known during his years in the Navy. “They wanted someone who was young and ‘cocky’ and knew what he wanted to do in life,” said Lucas, a native of Clinton, Ind. “My name immediately came up.” Lucas said they also needed someone with a good body structure. There too, Lucas met the mark. He got word that he was the candidate for the statue just prior to going on leave. His supervisor asked



Photo by Joy White

ABF1 Tom Lucas is “beside himself” as he poses with the statue of “Sailor Pride” which was modeled after him and permanently stands in Pensacola, Fla.

him, “Would you rather go on leave or be immortalized?”

They put Lucas in blues and aircrew gear and dungarees, gave him props and then studied, sketched and photographed him from all angles.

Rasmussen worked his magic and two years later, last Veterans Day, the statue

was unveiled before a gathering of assorted brass and VIPs. Lucas, an E-5, was the lowest-ranking person in attendance at the special ceremony.

“Everyone was there,” said Lucas. “I was the only under E-9 around. They had me off in the corner and at one point asked me to stand up and be seen.” When the statue was unveiled everyone instantly realized the person standing mirrored the statue to a “T.”

According to Lucas, Rasmussen used some of his son’s features for the statue, but the overall look resembles Lucas. “It still looks similar to me,” said Lucas. “You can tell by the ears.” His friends joke that they must have spent \$1,000 alone on the statue’s ears, because they ‘stick out so much’ just like Lucas’s.

Around base, Lucas has become somewhat of a celebrity. At reenlistments near the museum, people approach him and ask if they can take pictures of him alongside the statue. He said he sometimes poses for up to 10 minutes, while photographers cycle through for shooting.

Hidden away in his scrapbooks and shoeboxes are some 300 photos of Lucas by his statue.

Many people entering the base on their way to work drive by the statue. But many don’t believe it’s Lucas. “My brother in the Army didn’t believe they made a statue of me until I sent him a newspaper clipping. My mom was so surprised she could only take a bunch of pictures. And my entire class (Lucas is an instructor) really didn’t trust me until I took them out there to see it. I took my three year old son there and asked him who it looks like; and he said it did look like me!”

Lucas said he was glad to be a part of making the statue. “The Navy has given me a lot in my life, and I’m glad to give something back to the Navy. I can come back to Pensacola anytime and I’ll still be there.”

Unfortunately, some things he’ll never get over are the pigeons, weather, spectators and the weight issue.

He doesn’t fold or waiver in the face of these problems; he stands firm and holds his ground, rain or shine.

Proud, cocky — immortal. ☐



# 10Xteaser

**This Month: This tool will take you to a new depth in your work.**

**What is it?**

Photo by PH2 Aaron Ansarov

**Last Month's answer:**



An altimeter, used by the Navy Leap Frogs parachute team to view their altitude while free falling during their shows.

Photo by JO1 Robert Benson

**Go to our website at [www.mediacen.navy.mil](http://www.mediacen.navy.mil) or wait for next month's inside back cover to learn the answer...**



Do you know **WHERE**  
your **CHILDREN**  
have **BEEN?**

A photograph of a baby sitting on a computer keyboard, looking intently at a computer monitor. The scene is dimly lit, with the primary light source being the glow from the monitor, which casts a warm, yellowish light on the baby's face and the keyboard. The baby is positioned in the center-right of the frame, with their back to the camera and their head turned towards the left. The keyboard is visible in the foreground, and the monitor is on the left side of the image.

[www.ncis.navy.mil/safekids](http://www.ncis.navy.mil/safekids)

A computer crime prevention initiative by the  
**Naval Criminal Investigative Service**